Established February, 1845.

日六初月二年亥丁 PRICE, \$2 PER MONT

AGENTS FOR THE CHINA MAIL

LONDON :- F. Algan, 11 & 12, Clement's Lane, Lombard Street, E. C. STREET & Co., 30, Cornhill. GORDON & GOTOH, Ludgate Circus, E.O. BATES HENDY & Co., 37, Walbrook, E.C. SAMO DEAGON & Co., 150 & 154, Leadenhall Street. W. M. WILLS, 151 Cannon Street, E.C.

PARIS AND EUROPE:-AMEDEI PRINCE & Co. 36. Rue Lafayette, Paris. NEW YORK :- ANDREW WIND, 21, Par

SAN FRANCISCO and American Ports generally :- Bean & Black, San Fran-AUSTRALIA, TASMANIA, AND NEW ZEALAND :- GORDON & GOTOH, Melhourns and Sydney.

DEYLON: W. M. SMITE & Co., THE APOTHEGARIES Co., Colombo. SINGAPORE, STRAITS, &c. -SAYLB & Co., Square, Singapore. O. HEINSZEN & Co. Manila.

OHINA; - Macao, F. A. DE CRUZ. Swatore, Quelon & Co. Amoy, N. MOALLE. Foodhow, HEDGE & Co. Shanghai, LANE, ORAWFORD & Co., and KELLY & WALSH. Yokohama, LANE, CRAW-FORD & Co., and KELLY & Co.

Banks.

NOTICE.

TO ULES OF THE HONGKONG SAVINGS' BANK. 1. The business of the above Bank will be conducted by the Hongkong and

premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 2,-Sums less than \$1, or more than \$250 at one time will not be received.

depositor may deposit more than \$2,500 3.—Denositors in the Savings' Bank having 3100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4. —Interest at the rate of 31 per cent. per annum will be allowed to depositors on their daily balances. 6. - Each Depositor will be supplied gratis with a Pass-Book which must be pro-

sented with each payment or withdrawal. Depositors must not make any ontries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July. 6.—Correspondence as to the business of

the Bank if marked On Hongkong Savings' Bank Business is forwarded from by the various British Post Offices in Hongkong and China.

7.-Withdrawals may be made on demand but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary. For the

CORPORATION. JOHN WALTER. Acting Chief Manager.

Hongkong, June 7, 1883. HONGKONG & SHANGHAI BANKING CORPORATION.

RESERVE FUND,......\$4,500,000 RESERVE LIABILITY OF PRO- \$7,500,000

COURT OF DIRECTORS. Chairman-M. GEOTE, Esq. Deputy Chairman-O. D. BOTTOMLEY, Esq. Hon. J. BELL IRVING. E. H. M. HUNTING-W. H. F. DARBY, Esq. TON, Esq. H. L. DALBYMPLE, Hon. A.P. McEWEN. A. Molver, Esq. H. HOPPIUS, Esq. Hon. F. D. Sassoon.

CHIEF MANAGER. Hongkong TROMAS JACKSON, Esq. Acting Chief Manager - JOHN WALTER, Esq. MANAGEL Shanghai, Ewin Cameson, Esq. LONDON BANKERS. - London and County

HONGKUNG. INTEREST ALLOWED, ON Current Deposit Account at the rate of 2 per cent, per annum on the daily

On Fixed Deposits :-For 3 months, 3 per cent. per aunum. n 6 h 4 por cent. n 0 per cent. w

LOCAL BILLS DECOUNTED. Orclits granted on approved Securities. and every description of Banking and Exchange business transacted: Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan. JOHN WALTER.

Acting Chief Manager. Hongkong, February 26, 1887.

Notices of Firms.

CHINA TRADERS' INSURANCE

COMPANY, LIMITED. TURING my Absence Mr. A. S.

GARFIT has been appointed Acring

SECRETARY. By Order, W. H. RAY, Secretary.

Hongkong, February 19, 1887.

NOTIOE.

THE Interest and Responsibility of the late Mr. GEORG THEODOR SI SEN in our Firm cases on the sovember, 1886, and that of Mr. PAUL GERHARD HUBBE on the Sist December, 1886.

Mr. JACOB RUFF has been authorized to Sign our Firm per Procuration from this SIEMSSEN & Co.

Hongkong and China,

14th February, 1887. BAILON'S HOME.

NY Cast-off Choraine, Books, or Pares will be thankfully received pt the Sailor's Home, West Point. Houghong, July 85, 1878,

Intimations.

HONGKONG & SHANGHAI BANKING CORPORATION,

THE DIVIDEND declared for the Half-Year ending 31st December last, at the Rate of £1 10/ (ONE POUND AND TEN SHILLINGS STERLING) per SHARE of \$125, is PAYABLE on and after MONDAY, the 28th Instant, at the OFFICES of the Corporation, where Shareholders are requested to apply for WARRANIS.

By Order of the Court of Directors, JOHN WALTER. Ading Chief Manager. Hongkong, February 26, 1887.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 7 % or \$8.75 per SHARE, for the Six Months ended 31st December, 1886, declared at To-day's Ordinary Yearly Meeting, will be Payable at the premises of the Hongkong AND SHANGHAI BANKING CORPOBATION OR OF after TUESDAY, the lat Proximo, and SHAREHOLDERS are requested to apply for WARRANTS at the Company's OFFICE, No. 14, Praya Central, Hongkong.

By Order of the Board of Directors, DAVID GILLIES,

Secretary. Hongkong, February 26, 1887.

Shanghai Banking Corporation, on their CHINA SUGAR REFINING

COMPANY, LIMITED. NOTICE TO SHAREHOLDERS.

THE Ninth Ordinary Annual MEETING of SHAREHOLDERS in the above Company will be held at the OFFICE of the GENERAL AGENTS, Pedder's Street, on THURSDAY, the 10th March, at Noon, for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts to 31st December, 1886.

The Transfer BOOKS of the Company will be CLOSED from FRIDAY the 25th Instant to the 10th Proximo, both days inclusive. And Notice is also hereby given that at the same place and on the same day at 12.15 o'clock in the afternoon or so soon afterwards as the Ordinary Annual Meeting shall be concluded, an EXTRAORDINARY Gen-

oral MEETING of the Company will be held for the purpose of passing the subjoin-ed Resolutions. Should the Resolutions be passed by the require majority they will be submitted for Confirmation at a Second Extraordinary Meeting of which due Notice will be given. PROPOSED SPECIAL RESOLUTIONS

1.—That the present Capital of the China Sugar Rehning Company Limited be increased from \$900,000 to \$1,500,000 by the issue of 6,000 New Shares of \$100 each, to be issued at par.

Hongkong & Shanghai Banking | 2 .- That the price of issue of each of the said new shares be fully paid up by the Allottee on the 31st March 1887, together with the sum of \$2 for each share by way of interest on such share from the 1st January 1887 to the 31st March 1887 at the rate of \$8 per cent. per 3.—The holder of each of the said new shares

shall be entitled to participate in the profits of the Company as from the 1st January 1887 equally with the holders of the present Capital of \$900,000.

That the said new shares be offered the first place in such manner and at

such times, as the General Agents shall think fit to the persons who shall, on the 25th day of February 1887, be the registered holders of the old, or prosent, shares in the proportion following, that is to say, two new shares. shall be offered to every holder of a complete number of three of the said old, or present, shares, and shall be accepted or not within the time limited for that purpose by the General Agents, and that any new share or slures offered in manner afcresaid, and not accepted within the time so limited, and also any share or shares which the General Agents shall have been unable to offer in mannor aforesaid by reason of their being no holder or holders, of a complete number or complete numbers of three of the said old or present shares, shall be disposed of and allotted by the General Agents and Consulting Committee at suc times, to such persons, upon such torms, and in such manner and way in every respect as they shall in their discretion think best in the interests

of the Company. That the purchase of Inland Lots Nos. 729 and 730, Victoria, Hongkong, at the agreed price of \$60,000 be now formally confirmed and these lands transferred into the Company's name.

JARDINE, MATHESON & Co., General Agents. China Sugar Refining Company, Limited.

Hongkong, February 19, 1887. ORIENTAL BANK CORPORATION IN

LIQUIDATION.

PAYMENT OF 4TE DIVIDEND.

FOURTH DIVIDEND of 61 PER CENT. on all OLAIMS against the Hongkong Branch of the ORIENTAL BANK COR-PORATION, that have been approved by the

Court of Chancery, will be paid on and after MONDAY NEXT, the 21st February, at the Offices of the New ORIENTAL BANK CORPORATION, LIMITED. The 4th Dividend is payable on all Claims

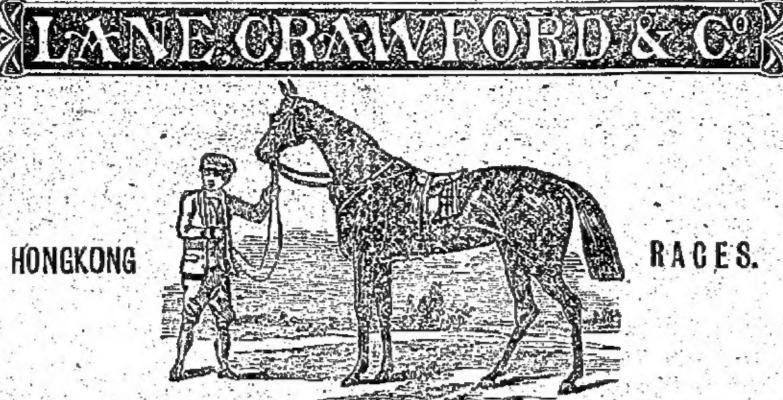
on which previous Dividends have been Chaptrons are requested to apply to the Bank for their Dividends and to produce the letter they hold from the Official Liquidator, admitting their Claims, in order that the payment of the 4th Dividend may be endorsed thereon.

H. A. HERBERT, Atto ney for the Official Liquidator, Oriental Bank Corporation. Queen's Road

Hongkong, February 19, 1887.

Mr. Andrew Wind, NEWS AGENT, &c. 21. PARK ROW, NEW YORK is authorized to receive Subscriptions. Advertisaments, &c., for the China Mail. Overland Ohina Mail, and China Review,

Business Notices.



DAOING SADDLES AND GENERAL SADDLERY

JOCKEY WHIPS, SPURS and RIDING BOOTS. RACE SCARVES AND COLOURS.

> FELT HATS, NEWEST STYLES AND SHADES, CIGARS 'THE MANILAS.'

AYALA & Co.'s CHAMPAGNE. LANE, CRAWFORD & Co.

Hongkong, February 12, 1887.

JUST PUBLISHED,

HONGKONG ALMANACK

MONTAINING the Calendars and Astronomical Phenomena for the Year computed to Hongkong Civil Time, Information respecting the Colony and the several Government Departments, Meteorological and General Statistics, Tide Tables, Wages. Tables, Postal Regulations, Map of the Island, and a Mass of Statistical and Interesting Local Information not otherwise accessible in a handy form, COMPILED BY

BRUCE SHEPHERD.

KELLY & WALSH, LIMITED. Hongkong, February 11, 1887.

Tailors, Hatters, Shirtmakers & General Outfitters. QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

EX LATE ARRIVALS.

A SELECTION OF

DRAB SHELL HATS. CHRISTY'S BLACK AND COLORED FELT-HATS New Boots and Shoes.

PATENT LEATHER DANCING PUMPS.

Hongkong, February 16, 1887.

Victoria Hotel.

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Horals in the place. The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious,

large DINING HALL The HOTEL also contains haudsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS. The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken. Messrs. DORABJEE & HING KEE.

Hongkong, September 16, 1885.

TAVE RECEIVED First Deliveries of Ladies' and Children's STRAW HATS. Cheap BEIGE, TUSCAN and CREAM LACES. LADIES' and GENTLEMEN'S UMBRELLAS.

COLOUBED, BORDERED POCKET HANDKERCHIEFS. BLACK and COLOURED LADIES' JERSEYS. Cheap TENNIS SHOES. GENTLEMEN'S Double SOLE SHOES. GLADSTONE and BRIEF BAGS. Solid LEATHER PORTMANTEAUS.

SARATOGA TRUNKS and TIN HOSES. Diem Designs in Lapestries. TAPESTRY TABLE CLOTHS, all sizes. VICTORIA EXCHANGE, February 17, 1887.

(CHEAP MARKET.) ADJOINING THE STAG HOTEL (NEXT DOOR). OF A STOCK OF FANCY AND USEFUL ARTICLES. At Cash Prices and for Cash only.

WATCHES, MUSICAL INSTRUMENTS, TOBACCOS. ALBUMS, CIGARS, BOOKS, KNIVES. CUTLERY. NOVELS. LEATHER GOODS,

CLOCKS, and a varied Stock of Fancy GOODS of all kinds. BON MARCHE, next door to THE STAG HOTEL. Hongkong, September 8, 1886.

TO LET.

DOOMS in COLLEGE CHAMBERS.

Hongkong, December 3, 1886.

Apply to DAVID BASSOON, SONS & Co.

TO LET. TITH immediate occupation the Com-P. & O. OLD OFFICES, lately in the occupation of the HONGRONG & SHANGHAL BANK-ING CORPORATION. For further Particulars, apply to the Undersigned. E. L. WOODIN,

modious PREMISES known as the

Ading Superintendent. Hongkong, November 22, 1888. 2220

Intimations.

CAMPBELL, MOORE & COMPANY, LIMITED.

THE ADJOURNED MEETING I SHAREHOLDERS will be held a the HONGKONG HOTEL on TUESDAY, the 1st March, at 4 o'Clock in the Afternoon.

BY ORDER OF THE BOARD. Hongkong, February 24, 1887.

NOTIOE.

A T a Proliminary MEETING held on THURSDAY, the 17th Inst., to consider Suits. what steps should be taken to Celebrate nanimously resolved that a PUBLIC MEETING should be convened for WED-NESDAY, the 2nd Proximo, at 4,30 p.m., and that the Hon, the CHIEF JUSTICE should be asked to Preside.

ALL MEMBERS of the COMMUNITY are INVITED to attend. The MEETING will be held in the Crry

By Order, ARTHUR K. TRAVERS, J. H. STEWART-LOCKHABE, | Secretaries. Hongkong, February 18, 1887.

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Fifth Ordinary Annual General MEETING of the LUZON SUGAR REFINING Co., LD., will be held in the OFFICES of the GENERAL ACENTS, Pedder's Street, on THURSDAY, the 10th day of March next, at 12.30 p.m., for the purpose of receiving a Report from the General Agents, with a Statement of Accounts to 31st December last.

The Transfer BOOKS of the Company will be CLOSED from SATURDAY, 26th Instant, until the day after the Meeting. JARDINE, MATHESON & Co.,

General Agents. Hongkong, February 24, 1887.

CHAS. J. GAUPP & Co., Chronometer, Watch & Clock Makers Jewellers, Gold & Silpersmiths. ATAUTICAL, SCIENTIFIC AN N METEOROLOGICAL

INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES. RITCHIE'S LIQUID AND OTHER COMPASSES. ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS. English SILVER & ELECTRO-PLATED WARE. Christofle & Co.'s ELECTRO-PLATED WARE.

DIAMONDS - AND -DIAMOND JEWELLERY, A Splendid Collection of the Latest LONDON-PATTERNS, at very moderate prices. 742

GOLD & SILVER JEWELLERY.

in great variety.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED. ATOTICE is hereby given that an EXTRA-

ORDINARY General MEETING of the above named Company will be held at the REGISTERED OFFICE of the Company, Pedder's Street, Victoria, in the Colony of Hongkong on WEDNESDAY, the 16th March, 1887, at 12 o'clock (noon), when the aubicined Resolution, which was passed at the Extraordinary General Meeting of the Company held on the 22nd day of February, 1887, will be submitted for Confirmation as

a Special Resolution. RESOLUTION. That the Articles of Association be altered

in manner following :-(a.) The following Article shall be substitu-ed for Article No. 111, namely:—111. -The Reserve Fund shall consist of sum of not less than \$1,000,000 nor

more than \$1,500,000. The following Article shall be substitut ed for Article No. 112, namely :- 112. -The Reserve Fund having now reached the sum of \$1,000,000 the General Managers and the Consulting Committee may appropriate from time to time so much of the profit as they may deem desirable to the Reserve Fund until the said Fund shall amount to the sum of \$1,500,000 provided always that such annual appropriation shall not exceed 10 per cent. of the

said profits. (c.) The following Article shall be substituted for Article No. 115, namely :-115. -The said Reserve Fund shall if practicable be maintained at a sum of not less than \$1,000,000 nor more than \$1,500,000 and the whole of the future accruing profits of the Company shall, subject to such annual Bonus as aforesaid and less such portion or portions (if any) thereof (not exceeding in any year 30 per cent. of the profits of such year) as the General Managers may (as they are hereby empowered to do) apply in maintaining the Reserve Fund at a sum of not less than \$1,000,000 and less also such portion or portions (if any) thereof as may from time to time be applied in increasing the said Reserve Fund under Article 112, be divisible amongst the Shareholders generally seconding to the number of Shares held by each.

JARDINE, MATHESON & Co., General Managers. Hongkong, February 22, 1887.

DENTISTRY. FIRST CLASS WORKMANSHIP.

MR. WONG TAI-FONG, Surgeon Dentist (FORMERLY ARTICLED APPRENTICS AND LAT-THREY ASSISTANT TO DR. ROGERS,) AT the urgest request of his European and American patients and friends, has TAKEN THE OFFICE formerly occurried by Dr. ROGERS No. 2, DUDDELL STREET.

MODERATE FEES.

CONSULTATION FREE Discount to missionaries and families. Sole Address

2. DUDDELL STREET. (Next to the New Oriental Bank) Hongkong, January 12, 1880.

Auctions.

PUBLIC AUCTION. THE Undersigned has received instruc-

tions to Sell by Public Auction, on WEDNESDAY. the 2nd March, 1887, at 2 p.m., at his

Sales Rooms, Queen's Road,-SUNDRY HOUSEHOLD FURNITURE, &c. belonging to E. E. DEAR, Esq.,

comprising :--

CRETONNE-GOVERED DRAWING-ROOM ENGLISH-MADE TAPESTRY-COVERED EASY HER MAJESTY'S JUBILER, it was CHAIRS and CHAIRS, MIREORS and PICTURES. SIDEBOARD, WHATNOTS, CROCKERY, GLASS and PLATED WARE, VIENNA CHAIRS, ENG-LISH-MADE LADY'S WRITING TABLE, BLACK

and GOLD and GLASS BOOK CASE. DOUBLE and SINGLE IRON BEDSTEAD, WARDROBES, CHEST OF DRAWERS, ESCRI-TOIRE, TOILET TABLE and GLASS and MAK-BLE-TOP WASHSTAND, A COTTAGE PIANO, by GEORGE RODGERS & Sons, London. &c., TERMS OF SALE. As customary.

J. M. ARMSTRONG. Hongkong, February 26, 1887.

For Sale.

FOR SALE.

THE GERMAN BARQUE ANTON GÜNTHER, Metalled in April 1885, As the VESSEL is now lying in this Harbour.

For Particulars, apply to MELCHERS & Co.,

Hongkong, February 23, 1887.

FOR SALE. THE BRITISH STEAME SOOCHOW, Capacity 313 Tons, Speed 11 Knots. Thoroughly repaired last month. TERMS MODERATE.

> Apply to HO TIM, 18. Bank Buildings, OUEEN'S ROAD.

FOR SALE. TULES MUMM & Co.'s CHAMPAGNE,

Hongkong, February 4, 1887.

BORDEAUX CLARETS AND WHITE WINES. Baxter's Celebrated Barley Bree' WHISKY, -87 per Case of 1 dez. GIBB, LIVINGSTON & Co.

Dubos Frères & de Gernon & Co.'s

Hongkong, July 18, 1884.

Shipping.

Steamers.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SHANGHAI VIA SWATOW. (Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEW-

CHWANG, HANKOW and Ports on the YANGTSZE. The Co.'s Steamship Kutsang,
Captain Young, will be
despatched as above on TUESDAY, the 1st March, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co. General Managers. Hongkong, February 26, 1887.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SINGAPORE, PENANG AND GALOUTTA. The Co.'s Steamship Wingsang,
Capt. D'A, DE ST. CROIX,
will be despatched for the above Ports on WEDNESDAY, the 2n

This Steamer has superior First-class Accommodation, specially constructed to meet the requirements of tropical climates. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, Fabruary 24, 1887.

FOR LONDON VIA SUEZ CANAL The Co.'s Steamship Capt. Thomrson, will be despatched as above on WEDNESDAY, the 2nd Merch. For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

OCEAN STRAMSHIP COMPANY.

Hongkong, Fobruary 24, 1867. OCEAN STEAMSHIP COMPANY. FOR SHANGHAI VIA AMOY. (Taking Cargo & Passengers at through rate. for NINGPO, OHEFOO, NEW. Ports on the YANGTSZE.

The Co. a Steamann,

Antenor.

Captain Chira, will be

despatched as above on The Co.'s Steamship SUNDAY, the 6th March. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agenta Hongkong, February 26, 1887.

Shipping.

Steamers.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FOR CHEFOO AND TIENTSIN. The Co.'s Steamship Paumben !

will be despatched as above on THURSDAY, the 3rd March. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

General Managers. Hongkong, February 25, 1887. EXTENSION DINING TABLE, ENGLISH-MADE | STEAM TO YOKORAMA, VIA NAGA-SAKI AND KOBE. (Passing through the INLAND SEA.)

> The P. & O. S. N. Co.'s Steamship will leave for the above laces on FRIDAY, the 4th March, at

E. L. WOODIN, Acting Superintendent. P. & O. S. N. Co.'s Office. Hongkong, February 9, 1887. FOR CALCUTTA.

The Steamship Captain T. S. GARDNER. will be despatched for the above Ports on FRIDAY, the 4th

(Calling at PENANG only.)

Proximo, at 1 p.m. For Freight or Passage, apply to DAVID SASSOON, SONS & Co.,

Hongkong, February 24, 1887.

Sailing Vessels. FOR SAN FRANCISCO. The 100 A 1 British Ship

Brynhilda, R. MEIRLE, Master, will load here for the above Port, and

will have quick despatch. For Freight, apply to RUSSELL & Co.

Hongkong, January 8, 1887.

Notices to Consignees. NORDDEUTSCHER LLOYD. NOTICE TO CONSIGNEES.

STEAMSHIP BRAUNSCHWEIG,

FROM BREMEN AND PORTS

OF CALL. THE above named Steamer having ar-1 rived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kow-LOON WHARP AND GODOWN COMPANY, LED. Kowloon, whence delivery may be obtained. OPTIONAL CARGO will be landed here in Hongkong unless notics to the contrary be given before 4 p.m. To-Dav, the 26th Inst. No Claims will be admitted after the Goods have left the Godowns, and all Goods

remaining after the 5th Proximo, will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 8th March, at 4 p.m. All Claims must reach us before the 10th

Bills of Lading will be countersigned by MELCHERS & Co., Hongkong, February 26, 1887.

STEAM NAVIGATION COM-PANY, LIMITED.

THE CHINA SHIPPERS MUTUAL

NOTICE TO CONSIGNEES.

March, or they will not be recognised.

No Fire Insurance has been effected

FROM LONDON AND SINGAPORE. 356 THE Company's S.S. Ningchow, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Honokong and KOWLOON WHARP AND GODOWN COMPANY, Limiter, Kowloon, whence delivery may be

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the OFFICE of the Undersigned, before Noon on the 5th March, or they will not be recognized. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 5th March will be subject to rent. Optional Cargo will be forwarded unless

Bills of Lading will be countersigned by ARNHOLD, KARBERG & Co. Hongkong, February 26, 1887.

SHIRE LINE OF STEAMERS

notice to the contrary be given before Noon

. S.S. BRECONSHIRE, FROM ANTWERP, LONDON, PENANG AND SINGAPORE MONSIGNEES of Cargo are hereby informed that all Goods, with the excep-

tion of Opium, are being landed at their risk into the Godowns of the Kowkoon Wharf & Godown Co. at Kowleon, whence and/or 346 from the Wharves or Boats delivery may be Optional Cargo will be LANDED HERE, on-

less notice to the contrary be given before 4 p.m. To-DAY. No Claims will be admitted after the Goods have left the Godowns, and all Goods CHWANG, TIENTSIN, HANKOW and remaining after the 2nd Proximo will be subject to rent at the rate of one cent per package per day. All Claims against the Steamer must be presented to the Underzigned on or before

> No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co.

the 2nd Proximo or they will not be re-

Hongkong, February 23, 1887.

TA, PENANG AND

INGAPORE. Company's S.S. Wingsang, having arived from the above Ports, Consiguees largo by her are hereby informed that sir Goods are being landed at their risk into the Honokong and Kowloon WHARF AND GODOWN COMPANY'S West Point Godowns, whence delivery may be obtained. Cargo remaining undelivered after the

4th March will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,

General Managers. Hongkong, February 25, 1887.

For Sale.

NOW ON SALE.

CHINESE DICTIONARY CANTONESE DIALECT, DR. E. J. KITEL

CROWN OCTAVO, PP. 1018.

Hongkong, 1877-1883. Part IL Part III. Т-Ү, \$3.00 Part IV.

A. Reduction of ten per cent. will be allowed to purchasors of Ten or more copies.

This Standard Work on the Chinese Language, constructed on the basis of Kanghi's Imperial Dictionary, contains all Chinese characters in practical use, and while alphapetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronuncistion of all characters explained in the book, so that its usefulness is by no means confined to the Cautonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of Chiua, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purposes of a philological guide

to the student A Supplement, arranged for being bound and used by itself, and containing a List of the Radicals, an Index, and a List of Surnames, is published separately. LANE, CRAWFORD & Co.

Hongkoug, January 15, 1883.

FOR SALE. COMPLETE REPRINT, in Pamphle H Form, of the proceedings in the RECENT LIBEL CASE OF

REGINA V. PITMAN, containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press. To which is now added a Report of the

Case of PITMAN V. KESWICK

AND OTHERS. Price per Copy, - - - 50 CENTS.

To-day's Advertisements. Buchanne, Sh.

China Mail Orvion.

CHINA MERCHANTS' STEAM NAVIGATION COMPANY'S DEBENTURE LOAN OF 1886.

INTEREST due and DRAWN BONDS 26. General. - ADAMSON, BELL & Co. of this LOAN will be Payable at the OFFICES OF THE HONGKONG AND SHANGHAL BANKING CORPORATION on and after 1st day of March, 1887.

JOHN WALTER, Acting Chief Manager. Hongkong, February 28, 1887. 373

WYANTED TO PURCHASE

A STEAMER. of 1,200 to 1,500 Toxs Register, must be in good order and working

Send Full Particulars, Price, &c., &c. JNO. W. HALL, Auctioncer.

YOKOHAMA.

28th March, 1887. DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY & FOOC TOW The Co.'s Steamship Captain Pocock, will be despatched for the above

Ports on WEDNESDAY, the 2nd March, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, February 28, 1887.

THE CHINA & MANILA STEAMSHIP

COMPANY, LIMITED. FOR MANILA VIA AMOY. The Co.'s Steamship

Diamante. Capt McCasun, will be despatched for the above Ports on WEDNESDAY, the 2nd March, at

For Freight or Passage, apply to RUSSELL & Co.. General Managers.

Hongkong, February 28, 1887.

CHINA NAVIGATION COMPANY, LIMITED.

To-day's Advertisements.

POSTPONEMENT OF SALE. PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on MONDAY.

the 7th of March, 1887, at 11 a.m., on BOARD.

THE BRITISH THREE-MASTED SCHOONER

WANDERING MINSTREL. of 362 Tons Register, Built in 1875, and Newly Sheathed with Yellow Metal, with all her TACKLE and APPAREL, as she then lies in the Harbour, near the Cosmorolitan Dock.

TERMS OF SALE -One-third of the Purchase Money to be paid after fall of hamafter being knocked down.

A STEAM LAUNCH will leave Pedder's Wharf at 10.45 a.m., for farther Particulars, apply to the Auctioness. G. R. LAMMERT,

Auctioneer. Hongkong, Yebruary 28, 1887.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vennola, during

their stay in Honokong Harbour :-AMPHITHITE, British ship, Captain C. A Anderson.-P. & O. S. N. Co. Annie, German barque, Captain J. F. Kröncke.-Wieler & Co.

DANIEL J. TENNY, American ship, Capt. Geo. S. Wilson, -Takasima Co. SARAH HIGNETT, American ship, Capt. A Morgan.—Ed. Schelliass & Co.

SHIPPING.

ARRIVALS. February 27, 1887 :-Ping-chao-kai, Chinese gunboat, from

Centaur, German barque, 968, Christians son, Roilo February 9, Timber.-Wieler Thames, British steamer, 2,131, W. Sea-

ton, Shanghai February 24, Mails General, -P. & O. S. N. Co. Thibet, British steamer, 1,671. W. Mudie, Yokohama February 19, Mails an General.-P. & O. S. N. Co.

James Watt, British steamer, 1,034, A. Petrie, Saigon February 22, Rice. - RUSSELL

Cardigaustics, British steamer, 1,62 Wilkins, Nogasaki February 22, General. ADAMSON, BELL & Co. Tritos, German str., 1,340, A. Bleicken, Saigon February 22, Rice and Paddy.-

STEMSSEN & Co. · Mosser, British steamer, 1,323, F. H. Titzek. Kutchinotza February 23, Coal .-

RUSSELL & Co. Vorcenerts, Cerman steamer, 612, Bruhn Saigon February 22, Rice. - WIELER & Co.

Kung-pai, Chinese steamer, 602, Buchanan, Shanghai Feb. 23, General,-

Lee Sang, British steamer, 1,000, W. E. Sawer, Wuhn February 23, Rico. - JAR-DINE, MATHESON & Co.

Greyhound, British steamer, 227. Geo. Wright, Pakhoi February 24, and Hoihow

February 28:-

Poumben, British steamer, 886, W. H.

Leask, Swatow February 27, General -JARDINE, MATHESON & Co. Wellingdorf, German str, 728., Schluck; Saigon February 22, Rice. - WIELER & Co. Wolf, German gunboat, from Whampoa.

DEPARTURES. February 27 :-Formosa, for Swatow. Kung pai, for Whampon. Lee Sang, for Whompon. General Werder, for Yokohama. Duburg, for Amoy. Cheang Hock Kian, for Swatow.

Danube, for Hothow and Baugkok. Woosing, for Saigon. Ping-chao-hai, Chinese gunboat, for Centon. February 28:-Braunschweig, for Shaughai.

Cardiganshire, for Singapore and London. Erminia C, for London. Strathairly, for Kutchinotzu. Jacob Christensen, for Kutchinotzu. Ching, for Saigon. Independent, for Saigon.

Marie, for Hiaphong. Leander. British cruiser, for a cruue. Paumben, for Whampon. Tetartos, for Nagasaki.

Bantam, for Saigon, Singapore and Batavia. Ningehow, for Shanghai. Himalaya, British troopship, for Singapore.

CLEARED. 369 Kut Sang, for Swatow and Shanghai. Greyhound, for Holhow and Pakhol.

PASSENGERS.

Per Thames, from Shanghai : for Hongkong, Sir R. Rennie and native servant, Messrs P. Cameron, J. P. Bland, Yuen Pun, Ng Pong Ke and 2 servants, Julius Petersen, R. C. Flockton, and 16 Chinese for Bombay, Mr H. Stead, Miss Sammi for London, Mrs Moorhead and 3 daughters. Rev. A. and Mrs Foster, Miss Green, Rev. R. and Mrs Burnet and 2 infants, Capt. P. A. Alderion, Messra E. Street and Coates. Por Thibet, from Yokohama, Mr Kean, Mr and Mrs Brooke, Capt, and Mrs Walker and 3 sons, Ma ara R. W. Donohue, J. J. Butson, MrMacIntosh, Mr and Mrs Deakin

and child Messrs Parfitt, F. S. Morse, Ralatou, Mrs Poterson, 2 children and amah, Messrs W. Payne, H. Jones, W. Riley, Mr Cartman and servant, Mrs Ching, son, child and infant, Mrs. Pang Lou and child, Mesers Ah Woo, S. Matenwo, H. Saystaro, J. Koremasa, E. Cheong, G. Matsunki and T. Aoki, and 19 Chinese. Por James Watts, from Saigon, 20 Chi-

Por Tritos, from Saigou, 16 Chinese. Per Kung-pai, from Shanghai, H.E. Woo Ta Ching and suite. Per Greyhound, from Pakhoi, &c., 41.

Per Wellingdorf, from Saigon, 2 Chinese.

Per General Worder, for Yokohama, Professor Dr. Eggert and family, Messrs N. Ziese, Edgar Voigt, W. Wilcke, E. Lombeck, O. von Have, Dr. and Mrs Campbell. Per Braunschweig, for Shanghai, Prince Friedrich Leopold of Prussia, Major von Nickisch Rosny and servants, Consul Bock; H.E. Yue, and Mr Yue, 6 Chinese Ladies mer, the remainder upon transfer; the and servantar Mesars H. Leroy, Lowis. Vessel to be at Purchaser's risk immediately Reynell, Kultzu, Pond, Myburgh, Mr and Mrs Vyvyan D'Oly Wintle, Mr and Mrs Nickels, Mr Salinger's Opera Company. Per Formosa, for Swatow, Mr H. Wilzer: for Amoy, Messis Souza, Cooke, R. D. Pryde, R. Donaldson; for Taiwanfoo, Mr.

Per Bantam, for Saigon, &c., 3 Europeans, and 784 Chinese. To DEPART.

Per Kut Sang, for Swatow, 12 Chinese. Per Greykound, for Holhow, 35 Chinese.

SHIPPING REPORTS

The German steamer Tritos reports : Had fine weather with little monsoon the whole The British steamer Greyhound reports : From Pakhoi to Hoihow, light N.E. wind and very thick forgy weather. From Hoihow to Hongkong, light N.E, wind and fine

EXPORT CARGOES. Per S. S. City of New York, sailed 12th February : - For Yokohama, 12,833 bags Sugarand 114 pkgs. Merchandise; for Honolulu, 100 baga Boaus, 216 pkgs. Merchandise and 60 boxes Prepared Opium; for San Francisco, 20,469 bags Rice, 600 bags Beans, 28 bags Coffee, 150 boxes Nut Oil, 35 bales Cinnamon, 50 bales Gunnies, 4 cases Silks and 1.928 pkgs. Merchandise; for Victoria, B.C., 215 bags Rice and 30 pkgs. Merchandise; for Panama 2,800 bags Rice, 261 ples. Merchandise and 20 cases Silks; for San Jozé de Guatemala, 10 osses Silks for Callao, 2 cases Silks ; for New York, 5 bales Raw Silk.

Per S. S. Laertes, sailed 19th February For London, 11,123 boxes Tea, containing 228,480 fbs Scented Caper, 4,850 fbs. Scented Orange Pekee-total 231,340 fbs. Tea, 45 pkge. Cones, 6 pkgs. Gongs, 5 pkgs. Curios and 6 pk/s. Sundries. Per S. S. Numberg, sailed 21st February

For Hamburg, 493 pkgs. Canes, 50 cases Star anisced, 87 bales Feathers, 500 bales Cassia, 5 cases Merchandiso and 3 cases Black-wood-ware; for London, 5 cases Merchandise : for Bremen, 448 rolls Matting, 418 haga Teas; for Antwerp, 6 boxes Merchandise and 200 cases Galinuis: for Hamburg option London, 100 boxes Stara-

POST OFFICE NOTICES. MAILS will close:-

For SWATOW & SHANGHAL-Per Kut Sang, at 11.30 a.m., on Taesday, the 1st March, instead of as previously notified.

For SWATOW, AMOY & FOOCHOW .-Per Namoa, at 5 p.m., on Tuesday, the 1st March.

For HOIHOW, SINGAPORE & BANG Per Killarney, at 10.30 s.m., on Wednes-

day, the 2nd March. For STRAITS AND CALOUTTA .-Per Wingsang, at 2.32 p.m., on Wednesday, the 2nd March.

For AMOY & MANILA -Per Diamante, at 4.30 p.m., on Wednesday, the 2nd March. FOR PORT DARWIN, SYDNEY & MEL-

Per Tsinan, at 5 p.m., on Wednesday, the 2nd March. For SAIGON .-Per Tritos, at 3.30 p.m., on Thursday

the 3rd March. Per Vortigern, at 4.30 p.m., on Thursday the 3rd March. For NAGASAKI, KOBE & YOKOHAM Per Thibet, at 5 p.m., on Thursday, th

3rd March. For PENANG & CALCUTTA .-

Per Japan, at 0.30 p.m., on Friday, th 4th March.

MAILS BY THE BRITISH PACKET .-The British Contract Packet Tham

will be despatched on TUESDAY, th 1st March, with Mails for the Unite Kingdom, Europe, and countries b youd, vid Brindisi; to the Straits Sett ments, Netherlands India, Burma

and Gibraltar. The usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSING THE ENGLISH MAIL The following hours are observed in closing Mails, &c., by the British Contract Packet :---

Day of Departure, -_ Noon. - Money Order Office closes. 2 P.M. Registry of Lotters coases. Posting of all printed matter and

patterns ceases. r. M. - Mail closed, except for Late 3.10 P.M. Letters may be posted with Late Fee of 10 cents until

3.30 P.M.—When the Post Office clo on board the packet with Late q squally, r rain, s snow, t thunder, v visibility, Fee of 10 cents until time of w daw (wet).

POST OFFICE NOTICES. MAILS BY THE FRENCH PACEET.

The French Contract Packet Iraquaddy will be despatched on TUESDAY. the 8th March, with Mails to the United Kingdom, Europe, and places beyond, vid Naples; to bargon, Straits Settlements, Batavia, Burman, Ceylon, India (via Madras), the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE UNITED STATES PACKET. The United States Mail Packet City of Peking will be despatched on WED-NESDAY, the 9th March, with Mails for Japan, San Francisco, the United. WEDNESDAY, March 2 .-States, Canada, Honolulu, Peru, &c., which will be closed as follows :-2.15 r.m. Registry ceases. Post-Office closes, but Cor-

respondence may be posted on board the Packet with Late Fes of 10 cents extra Postage until the time of depar-

Money Orders.

1 .- Money Orders are issued at Hongkong and Shanghai on the following coun-

tries and places :--* Madeira. Amoy. * Malta Azores Is. * Mauritius. Belgium: * Nutal. Bermuda. * Newfoundland. Canada. New South Wales. Canton. * New Zealand. Cape Colony. North Borneo. Ningpo. (Constantinople). * Norway. Oyprus. Port Darwin Donmark. * Portugal. Queensland. Falkland Is. * S. Helena. Funchow. * Seychelles. Gambia. Shanghai Germany. * Sierra Leone. Gibraltar: South Australia Gold Coast. Hankow. Swatow. Hawaii,

Straits Settlements. * Sweden. Hoihow. * Switzerland. Honykong Holland. Tasmania. United Kingdom. Honduras. (Br. * United States. Icoland. Victoria. Western Australia. * West Indies (British Japan. Danish, and Dutch). 2-Orders on the Countries marked * are

orwarded through the London Post Office and are paid less a small discount of about 2d. in the £1, for which the remitter should allow. All such orders must be expressed RAISINS, in British currency. 3. The commission charged is as follows

according to the currency the Order Up to £ 2, or \$10, or R 20, 0.20 cents. £ 5, or \$25, or R 50,0.40 ,, £ 7, or \$35, or R 70,.....0.60 ,,

£10, or \$50, or R100,....0.80 — R150; ... 81.00. 4. -No Order must exceed £10 or \$50 unless drawn on India, when R150 is the imit), nor will more than two such Orders be issued to the same person, in favour of

the same payee, by the same mail. 5.-Money Orders on the United Kingdom for even sums not exceeding 25 are granted by means of Postal Notes, as to which see separate notice or the Hong-

kong Postal Guide. 6.—Sums not exceeding \$50 may be remitted between the Ports of China by means of Postage Stamps, subject to a charge of one per cent, for cashing them or Money Orders can be granted at Hongkong or Shanghai on Ports where there are Agencies of the Hongkong Post Office.

+ By means of Postal Notes.

CHINA COAST METEOROLOGICAL REGISTER FEBRUARY 27.—AT 4 P.M.

Est S Winds

	Station.	Harometer 1 to sea lev and 32 o F	Тепреты	Eumidit	Direction.	Potre.	Weather	Bein dus previous 24	
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Ceylon, India, Aden, Egypt, Malta, Wlostock. 29.94 23 89 x 3 0 The barometer has risen in the South and gradients for N.E. winds remain moderate. The temperature is moderate, the humidity rather high and the weather overcast.

W. DOBERCE, Government Astronomer. Hongkong Observatory, Fibruary 28.

1. BAROMETER, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths 2, TREPERATURS, in the shade in degrees,

8. Humpirr, in percentage of saturation, the hamidity of air saturated with moisture being 4. Direction of Wind, to Iwo points.

B. Foroz or Wind; according to Beaufor 6. STATE OF WEATHER. o blue sky, c. doteched clouds, a drizzling, sain, flog, y gloomy, 3.40 r.m.-Late Letters may be posted hhat, I lightning, o overcast, p passing showers,

7. Rain, in inches, tenths and hundredths.

LIMITED.	Vessels Advertised as Loading.									
FOR PORT DARWIN, SYDNEY AND MELBOURNE. The Co.'s Steamship	Destination.	Years.	Captain.	Agents.	Fate of Leaving.					
A Hust, Commander, will be despatched as		Japan (s)	T. S. Gardner	Norddentscher Lloyd David Sassoon, Sons & Co	March 4, at 1 p.m.					
Daylight. The attention of Passengers is directed to the superior Accommodation offered by	Londou, and Ports of Call	Thames (s)	W. A. Seaton Thompson	P. & U. B. D. Continues	March 2					
this Steamer. First-plass Saloon and Cabina are situated forward of the Engines.	Marseilles, and Ports of Call Nagazaki, Kobé and Yekohama Port Darwin &c.	Irseuaddy (s)	Bretel	Messageries Maritimes P. & O. S. N. Co Butterfield & Swire	March 8, at noon. March 4, at daylight. March 3, at daylight.					
Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.	San Francisco, via Yokohama San Francisco, via Yokohama San Francisco.	City of Paking (8)	R. Meikle	Pacific Mail 8 S. Co	Maron U. at 3 p.m. April 5, at 3 p.m. Quick despatch					
A duly qualified Surgeon is carried. For Freight or Passage, apply to BUTTERFIELD & SWIRE.	Shanghai, via Swatow Shanghai, via Amoy Sinyapore, Penang and Calculta Swatow, Amoy and Poochow	Antenor (s)	Grier d'A. de St. Croix	Jardine, Matheson & Co	Merob 2. et 3 p.m., ?					
Agenta.										

MEMOS. FOR TO-MORROW Shipping.

Noon.-Kutsang leaves for Shanghai, &c. 4 p.in.-English Mail Icaves for Ports of Call and Europe. Meeting.

Hongkong Hotel. Miscellaneous.

Dividend of 7 % on Shares of H.K. & W'poa Dook Co., Ltd., payable at H.K. & Shai Bank. Interest of China Merchants S. N. Co.'s Debenture Loan of 1886 payable.

General Memoranda. 2 p.m. - Auction of Household Furniture. &c., at Mr J. M. Armstrong's. 4.30 p.m. - Public Meeting in the City Goods per Breconshire undelivered after

this date subject to rent. THURSDAY, March 3:-9 p.m.—Meeting of Zetland Lodge. FRIDAY March 4:-Goods per Wingsang undelivered after this date subject to rent JATURDAY, March 5 :-

Goods per Braunschweig undelivered after this date subject to rent. Goods per Ningchow undelivered after this date subject to rent. MONDAY, March 7 :--

11 a.m. - Auction of Wandering Minstrel on Board. TEURSDAY. March 10:-Noon .- Meeting of Shareholders of the China Sugar Refining Co., Ltd., at the General Aconts' office. 12.30 p.m. - Meeting of Shareholders of

though the judgment assails the English the Luzon Sugar Refining Co., Ltd., at the General Agents' office. steamer only. WEDNESDAY, March 16 :-Noon. Meeting of Shareholders The Hongkong Fire Insurance Co. Ltd., at Company's office, the Pedder's

A. S. WATSON & Co., Ltd., ARE NOW OFFERING FOR SALE AT GREATLY REDUCED PRICES,

THE REMAINDER OF THEIR

SEASON'S STOCK CHRISTMAS CONFECTIONERY

comprising : CRYSTALLIZED FIGS. APRICOTS, GREENGAGES, &C. BOXED FRUITS, Fics. JOBDAN ALMOND ASSORTED FRENCH SWEETS, CHOCOLATES, FANCY BOYES,

CRAUKERS. &c., &c., &c. S. Watson & Co., Limited, HONGKONG DISPENSARY. Hongkong, January 13, 1887.

BIRTH This morning, the 28th Instant, at Bel levue, the Wife of CHARLES YON BOSE, of a

The publication of this issue commenced

The China Itlail. HONGKONG, MONDAY, PEDRUARY 28, 1887.

Our private advices from Shanghel are to the effect that the decision in the case of the Wan-men-ching v. Nepaul. (which was given at Shanghai on Wednesday, the 23rd, and intimated by us in Saturday's issue) had caused considerable excitement in the Settlement. It may be added that the news created some surprise here, as most of those compotent to form an opinion on the known facts had concluded that at least a decision pronouncing both parties to blame was the most likely result. Those authorities who seem to be most familiar with the custom which obtains on the Yangtsza are of opinion that the admission that the Wan-nien-ching omitted to sound a bell and improperly blew a steam-whistle while at anchor was or ought to have been fatal to the exoneration of the transport from blame, as that whistle was the key-note to everything which was wrongly done subsequently, Admitting that the Nepaul may have, as the judgment lays down, been going at too great a rate of speed, her power of avoiding un anchored vessel (if such obstruction had been clearly indicated) was all the greater. And yet the Nepaul is charged with manœuvring in ignorance of actual facts when the Pilot of the Nepaul was simply acting upon a perfectly well understood custour of the kiveri.e., one biast of the whistle. Had the accident been decided to have been inevitable, but little could have been said, perhaps, on either side; but when it is known that the chain of circumstances which led to the disastrous collision had its origin in this blunder, it seems to as incomprehensible that the Nepaul can be held solely to blame. On member of the Board of Examiners. the question of fog or no fog, it appears. to us that the character of the fog (one of the lifting and shutting kind common here in the Thames yesterday, enough on these coasts) is easily explained. Both vessels were out of it and

in it at intervals, slihough at the time to-day from Canton of the collision the fog appears to have been thick enough. As the Chief Justice says, in his judgment, it had arisen suddenly. The suddenness, then, of the to-day. for ought not only to have furnished the Wan Nien-ching. The judgment, to the Defamation and Label Ordinance. however, does not deal in the most impartial manner with this portion of the Messes Gibb, Livingston & Co, inform us admitted facts. As to the charging of that the Ben Line steamer Beammue, from the order on board the Nepaul from London, &c., left Singapore on the 26th bard-a-port to hard-a-starboard, the instant for this port. Nautical Assessors advised the Judge der of the Wan Aven-chang's whistle, Navigation Co a steemer Hangchan. coupled with the doubtful appears Acres Police Inspector Baker has been ance of the lights and masts of appointed Acting Inspector of Markets and the vessel which was presumedly appointed Acting Inspector of Markets and erossing his vessel's bows (while an Examiner of Weights and Messures, the was really at another), and what the large to Company commed to Police ! Totals -- 11 Officers and 297 man for Aug. Pilot would neturally have done under | daty

the Nautical Assessors do not discuss afternoon for a craise. with that accuracy and falless which Nien-Ching really been a passing City Hall Museum. steamer (as she by her signal representany collision. It is inexplicable, therefore, why the Nautical Assessors could

have advised that the Chinese steamer was free from blame: We have already said that the failure to ring a bell in a fog ought, in the opinion of many competent authorities, to have established contributory negli-But the learned Judge has held that, as the Chinese have not assented to the Regulations of the Rend, they are not ought, we think, to be applied to both parties when the non-observer claims heavy damages from the observer of such Regulations. But even taken upon the

principles, or, as we have already said, programme of songs, dances and a farce was upon the established custom recognised on the Lower Yangtsze, it is difficult to conceive how the Chinese steamer can escape its contribution to the negligence. As will be seen from an advertisement in which led to this almost inevitable accident. If the fur was just such a fog as would relieve the Wan Nien-ching from the responsibility of sounding the fog-bell, then it could not well have will be payable at the offices of the Hongbeen such afogus would place the Nepaul | kong and Shanghai Banking Corporation on in fault for going at halfspeed only. The argument seems to cut both ways, al-

TELEGRAMS. [SUPPLIED TO THE GHINA MAIL!]

(Via Southern Line.) THE EARTHQUAKE IN ITALY. London, 25th February, 1887 The Earthquake in Italy reported yesterday has coused immense disaster, severa

villages having been destroyed and 1,500 people killed.

A GERMAN MILITARY VOTE AP-PROVED OF. LONDON, 25th February, 1887 The Reichstag has approved a vote

credit for military preparations, THE BULGARIAN NEGOTIATIONS London, 26th February, 1887 The Bulgarian negotiations are progress ing favorably.

THE GERMAN, ITALIAN AND AUS-TRIAN ALLIANCE RENEWED. LONDON, 26th February, 1887. The siliance between Germany, Italy and Austria has been renewed.

(Brom ' Le Saigonnais.') FRENCH POLITICS. Paris, 15th Feb. 1887 M. Blancaube has interpellated the Minister of Marino with regard to the order to discontinue the sending home of wounded and sick by the State transports, and he criticised the service of the Companies. the Chamber of Deputies another interpellation was addressed to the Government on

LOCAL AND GENERAL.

its home policy. The discussion finished

with the passing of an order of the day pure

and simple.

PASSED SUEZ CANAL. TWARD BOUND :- Colombo, Dec. 31; Amphilitie, Chelidra, January 25; Cachar, 28 ; Yorkshire, February 1; Agamemnon, Flinishire, Palamed, 8; Glenfallock, Lennox, 11; Benledi, Glamorganshire; Tetan, 15 Benlawere, Chingwo, 18 Ava, Diomed, Hesperia, Polinurus, 22. OMEWARD BOUND :- Attonower, Feb. 8

dora, Priam, Sayhalien, Lydia, Mark Lans. 18; Patrocius, 22. Melbourne, with the FRENCH MAIL O January 28th, was to leave Singapore on the 26th Feb. at noon, and may be expected here on or about Sunduy, the 6th March. This Packet

brings replies to letters despatched from Hongkong on Dec. 21st. Glen Line steamer Glenlyon, from London, left Singapore on the 24th inst, and may be expected here on or

o C. S. S. Co.'s steamship Antenor

about the 2nd prox.

from Liverpool, left Singapore on the 26th inst, and may be expected here on or about the 4th March. he Ben Line steamer Benvenue, from London, &c., left Singapore on the 26th Feb., and may be expected to arrive here on or about the 4th March. The Norddentscher Lloyd 8. S. steamer Baiern left Bremen on the

on or about the 27th March. MR Mitchell-Innes has been appointed CAPTAIN Alderton, of the Nepasti, arrived

10th inst., and may be expected here

THE German gunboat Wolf arrived here THE Salinger Opera Co. left in the German

mail steamer Braunschweig for Shanghai

some excuse to the Nepaul, but to have His Excellency the Acting Governor has placed some additional responsibility on given his assent in the name of the Queen

that the Aspaul was wholly wrong | Carrie Ogston, for a number of years What inight be the particular effect of master of the Canton river steamer Hankow, on erroneous impression made on the has left here for Amoy, to four the China mind of the Nepaul's Pilot by the blun-

the circumstances, are questions which | Tax British craiser Leander left bere this

one might expect. We entertain a Duning the week ending 27th Febru ory strong suspicion that, had the Wan 101 European and 2,826 Chinese visited the

4 p.m. - Meeting: of Shareholders of ed herself to be), the first steps taken Irisexpected that the P. & O. Co. will appeal Campbell, Moore & Co., Ld., at the by the Nepaul would have prevented against the decision delivered by Sir R. Rennie, with the savice of Assessors, in the Wan Nien-Ching v. Nepaul collision.

> SIR Richard Rennie, Chief Judge of H. B. M.'s Courts for Chine and Japan, arrived here from Shanghai yesterday in the Thames. gence on the part of the Chinese steamer. He is on a tour of official inspection of the Coast port Consulates in consection with

> bound by them. This is a dictum which On Saturday evening the Garrison Lily Minstrels gave another enjoyable smoking concert in the City Hall Theatre. Downstoirs the house was packed and nearly all common platform of general matitime the seats upstairs were filled. A lengthy gone through and listened to with great

another column the interest due and drawn bonds of the China Merchants Steam Navigation Company's debenture loan of 1886 and after to-morrow.

Der Ostasiatische Lloyd says that the loan of five million marks at 51 per cent per annum contracted by Li Hung-Chang with a German banking company, as reported by the Chinese Times, was contracted with Mesers Carlowitz & Co., but that the agent for the loan is not Wu-ting-fang, as stated, but Messrs Robert Warschauer & Co., Ber-

lin. The loan is to be in gold. THE master of the Kam Lee lannoh was charged at the Police Court to-day with carrying on board his launch eight passengers in excess of the number allowed by his licence. The launch was licensed for 71 and Sergeant Harkins found 87 on board. The passengers were returning from the races. The accused was ordered to find surety in \$50 to be of good behaviour for six months.

THE latest Manila Comercio's to hand contain letters from Bacat, the beadquarters of the expedition sent from Manila to punish the rebel Datto Utto and his followers in the Rio Graude of Mindauso, the largest island of the Philippine groups. So far, however, the operations have been merely preliminary and confined to simple skirmishing: A general advance was to be made on the enemy's position on the 2nd inst.

Wa have to record the death of three Macacese gestlemen within the last week, who had reached; the ripe old age of over 80 years. Their names are the Bev. Francisco Xavier da Silva, canon of the Macao Cathedral, Mr Thomas d'Aquino Migueis, and Mr Romio Lourence de Rozario. The two former gentlemen died in Macao and the latter gentleman in Hong-

THE Haiphong correspondent of Der Ustastatische Lloyd says The trade of Lacksi with the province of Yunnan has not in the least assumed the dimensions which it was said it was sure to assume. Donbt is therefore beginning to prevail as to whether the projected railway. Hanoi Dapkau-Laokai will not be a great flasco. What is the cause of the bad trade at Laokai it is difficult to discover. The opinion of the chief of customs there is that a Chinese customs cordon prevents all passage of Telemachus, 15 : Glenogle, Neckar, Pan-

> YEUNG SHULL contractor and lesses of the bouses No. 55, 57, 59 and 61 Queen's Road Central, who was charged some weeks ago with furnishing false and incorrect particulura relative to the valuation of these houses, was fined \$200 to-day by Mr Mackean. As the Magistrate made it a condition of his giving judgment that the arrears should be paid up, we doubt not this condition has been fulfilled. If it is true, as the Colonial Treasurer hinted, that the lessee has likely been cheating the Government for years we think the accused has got off with a remarkably easy fine.

THE British troopship Himalaya sailed this afternoon for England with the timeexpired and invalided naval and military men for whom she brought out reliefs. The names of the military passengers are as follow :- Major Cochrane, in command: Lieut. Hon. A. Lambart and Mrs Lambart; Lieut. Mills, R.E. Captain Bolton and Lieut. Parkiu, 58th Regiment; Dr Harris, Quartermaster Thomson, of the Medical Stall; and Mrs Bunbury. Royal Artillery : - 14 N. O. Officers and

men, 3 women and 13 children.

Boyal Engineers :- 3 N.C. Officers of the Staff and 29 N.-C. Officers and men. Northamptonshire Regiment : 497 N.-0. Officers and men, 6 women and 4 children. Medical Staff Corps :- 7 N. C. Officers The Naval Passengers are:-Captain Trobter, R.M.A.; Captain Mc A. Lux

R.M.LI; Lieut Holman, R.M.L.L; Lieut. McMardo, R.N.; Chief Eng. Hubbe; Eng. Kern Eng. Fielder | Asst. Eng. Dant : Bosn : Johnston : Commander Robilliard : Lieut Barewell 7 Lieut Mercdith : Paymra Farwell; Chief Engr. Komber | Surgeon Newland : Gunner Panier : Lieut Hotham Ass Payr, Clerk, Bosen Kennerly.

TANCE 2 CERCETT AND 28 Lieu for Source ports

Hongkong, February 28, 1887,

ALLEGED THEFT OF A GOLD

Province of Kwangtung, with his suite. arrived here yesterday in the Chiua Morchants steamer Kungpai from Shanglai. During the day, he paid a visit to H. E. the Acting Governor at Government House. He proceeded to Canton yesterday evening number of evolutions, so as to be able to in the Chinese gunboat Peng Chao Hai,

A CORRESPONDENT, who, like most residents, cannot restrain his indignation over the presposterous amount of saluting which yesterday was inflicted on the community. writes to ask if nothing can be done to provent the recurrence of such a positive unsuccessful, the search will be given up. From early morn-till dusk the con were startled at brief intervals by the firing of heavy guns or heavy charges from small guns, and the firing seemed to be heaviest at a time when it was likeliest to give the most annoyance, dursuppose this was done out of pure malico, but if the saluters had tried to select a more inappropriate time they could not have done | pin. so. Though the Chinese were the greatest powder-wasting shortly after six o'clock, causing those whose windows faced the water to be almost shaken out of their bed. we regretted to notice that the foreign menof-war were also guilty parties. From the Chinese we scarcely expect any respect for the Sabbath, if we do not compel it, but grog-shop keeper. we might have looked for better things from the ships of civilized nations. At one time, saluting was never heard on Sunday, and we have no doubt residents appendage of the word "Maru" to the names of every shade and creed would gladly welcoms this good old practice back again. Another rule, which, we believe, is still observed by all but Chinese, is that no saluting shall take place before eight o'clock. If this be a rule, then the parties responsible should see it enforced. If there be no such rule, then the sooner one is framed the better. For ourselves, we should prefer to see the senseless, annoying and expensive practice of saluting everything and everybody entirely done away with. This, however, is, we suppose, asking too much; Least ways, we think we are entitled to claim that the quiet of Sundays should remain unbroken by such unholy hanging as we were afflicted with yesterday. We hope the authorities, civil, military and naval will take note.

THE Cologue Gazette of the 7th January gives some interesting details regarding the proposed Seminary for the study of Oriental Languages to be established at Berlin. It appears that a bill for establishment of this Seminary was lately before the Imperial German Parliament and, after favourable discussion, referred to the Budget Commis. Eb. 'C. M.' sion. The Memorial appended to the bill states the object of the proposed school of The Buletin de Cebu says that the German | terest. languages to be, to combine theoretical instruction in cortain living Oriental languages with practical exercises, in order to give to future candidates of the interpretorial (Consular) service, and to those members of other professions who possess the requisite degree of intellectual and guages. It is proposed that the instruction languages, viz. Turkish, Arabic, Porsian, two languages of India, Japanese and Chi- the praya or coasts of Bohol. It is reared middle of November at a meeting of the nese. For each of these languages two in deep water and it is only in great flood shareholders of the Company all matters ting. teachers are to be supported, viz. one German teacher possessing a theoretical edueation and, if possible, familiarly conversant with the respective languages through long residence in the countries concerned, and one assistant teacher selected from and capable of conducting practical exercises with the students of the Seminary. The instruction to be given is to be gratuitous on the whole. For the benefit of the Seminary annual stipends are provided amounting in the aggregate to \$405, to be distributed among Indigent German Seminariets. The distribution of those stipends with reference to the respective languages the students of the Seminary a final examing ion is provided, the passing of which though not obligatory, will entitle candidates for the interpretorial (consular) service to special consideration. The admicistration and organisation of the Seminary discipate the lingly ambition of a larger will be arranged under the co-operation of the Foreign Office, which indicates that the Seminary is viewed as a measure in aid of the political representation of the Empire in relation with foreign Powers. The first cost of the establishment of this Seminary The Empire and Prossis are to contribute.

each one half of the latter sum. The salaries would seem to be abjurdly low. Taking away £405 for stipends to atudents there are left £2195 per annum twenty-two miles long, has been given to a about \$90. He has not paid me my wages per place at the time of the collision, with for salaties of 7 teachers and 7 assistant Japanese merchant, and that the sum at from the 4th moon to the 9th moon. He proper riding lights burning and a sufficient which he tendered for the job is some five knew that I had collected this 290 when I lookout maintained, the borden of proof the lowest possible salary, say £10 a month smallest cost at which the stuff can be laid wife. She has been ill for a long time and of showing that the accident did not occur fur each, or £840 per annum for the seven. eare left £1,355 for 7 German professors or 2103 per annum for each. What do the Cambridge and Oxford endowments of Chinese chairs amount to?

The Shunpao states that a powder magazine

Owing to the anticipated visit of Prince Ch'un to Shanghai, the Chinese men-of-war are assembling at Woosung to go through a present a good appearance when the Prince roviews them. - N. C. D. News.

Tue Meiji Maru, which arrived at Yokohama on the 12th instant, according to the Nagasaki Express, will leave again to continue the search for the Unchi Kan after the arrival of the Nagato Marit. It is stated that should this second expedition be

PILA Golab, in the Overland Mail, writes :--I have lately seen a delightful little invention for holding a ball programme, which, though a necessary, is often a rather troublesome appendage to the et ceteras of ball attire. This is a little gilt or silvered clip,

rally believed was bribed by the Chineseemployed detective Mack to give evidence in favour of the Chinese in the notorious riot case, and who afterwards prevailed upon the Chinese authorities here to purchase his grogshop, on the plea that he was to them. afraid to remain on Japanese territory, has returned and re-commenced business as a

THE Nugasaki Express is glad to hear that the Mitsu Bishi Co. have definitely decided to take the lead in discarding the useless vessels, 'The Fuyo Maru (late Prinz Heinrich) will consequently he known as the Fuyo, and the same with all the Co.'s vessels, both present and future. The new iron tow-boat for the Takasima Colliery, now approaching completion at the Co.'s shipyard at Tategami, will be known as the Yunao. In taking this step, we think the Co. have instituted a reform in the out-ofdate loustom which will soon be followed throughout the country. A similar cumbrous appendage, which is probably also doomed to be discarded soon, is the addition of the word 'Kan' to the names of all the Government vessels.

WE take the following from the Nagaraki Express of the 16th instant :- Mr J. V. Petersen, of the Great Northern Telegraph Co. left by the Yokohama Maru on Saturday last, after a residence of 15 years in this port, to take charge of the Company's office at Hongkong. Apart from his profession, Mr Petersen has been an indefatigable worker during his long stay in this country; his contributions to the knowledge of the Japanese flora and fauna have been considerable, and have received full recognition from several of the learned societies of Europe; and for his special work in this field for the University of Upsala, the 'Order of the Wasa was bestowed upon him some four years age by the King of Sweden. The good wishes of numerous friends in Japan will follow Mr and Mrs Petersen in Mr Judd is at present the agent of the

Great Northern Company at this port .-

Consul at Manila, Mr Mollendorff, has discovered a hidden treasure in the house of a resident in Cebu, named Legaspi. It is a specimen of conchology, called scientifically Conus gloria maris, of which there are only two others in existence. The first was bought by the English naturalist Coming in these islands some time between 1839 and 1840, and is now in the Royal Museum in London; the other, whose origin is not moral maturity, facilities for the theoretical | known, is, it is believed, in Paris. Mr study and practical mastery of those lan. Mollendorff paid Mr Legaspi \$150 for this rare specimen, which he intends to send to the Royal Museum at Berlin, and it may be to be given shall comprise the following said that he has paid comparatively a trifle manager of the Victoria Laundry Company, for it. According to our information it is Limited. The accused was the shroff in

Ir is stated that the King of Korea has among the natives of the respective countries relieve him of the cares of kingly office and to aubstitute the functions of Governor-General of the peninsula His Majesty is understood to have been moved to this measure by a sense of utter inability to control the discordant political elements that surround him, as well as by a feeling of hopelessness in the resources of his country. The Bins, the Mins, the Lis, the Kims and so forth, are judged to be families which attach much more importance to personal aggrandisement than to the interests of their country, and the King probably feels that he is living in an atmosphere of plotis reserved for the Administration. For ting and scheming which may at any moment become noxious to the national life. The people's desire to accumulate wealt ceased long ago to be effective, and a poor country, divided against itself, threatened from without and uncertain as to what posiman than the present occupant of the throne. - Japan Mail.

RUMOUR attributes growing dimensions to sible and at any rate once a day. German popularity in Japan. Thus we hour of a well known merchant who is to set out On the 4th moon last year I joined the spot about 9 miles further out, and on the in a few days for Europe, with the intention establishment receiving \$10 a month. On morning of the collision, having weighed of establishing in Berlin a branch of the the 6th moon I complained of the hard her anchor at or about 5 minutes past 6s is estimated to amount to £2,000 and the firm which he represents. Such a pro- work and wanted to leave the service. Mr was proceeding up the river toward, annual ordinary expenditure to £3,600; ceeding would be natural enough were it Hurley would not let me go and said he Shangbar. The Wan Nico-ching had also not popularly ascribed to the prevailing would give me \$5 per month more pay. anchored on the preceding evening at the fashion of belief that not to have commer- I stayed until the 7th moon when I heard spot where the collision occurred, and was cial dealings with Germans is to be distinct my wife was sick. I received no pay; so still at anchor there when she was run into ly behind the times. We read again, I said to Mr Hurley as you have not paid and anak by the Nepaul. Formal proof that a contract for the supply of rails and me I will go and collect some of those bills having been given by the plaintiffs as to other material for a projected railway, for my expenses. I collected altogether their vessel having been at anchor in a prothousand pounds sterling less than the went home to the country to look after my was admittedly cast upon the defendants down in this country, taking the lowest now she is dead. I have not collected by their default, and it is therefore desirprices now ruling. Why should a same the amount stated by Mr Hurley. Since able to consider their case in the first tradesman deliberately undertake a business. I returned from Canton I spoke to the com- lastance. They allege in their answer that which is going to land him in a loss of thirty plainant about the money and told him shortly before 6 30 a.m. on the 20th of Jathousand dollars? Simply, says rumour, | what I had done. I had promised to pay him | meary, 18-7, the 'epaul in charge of a dulybecause he intends to give the order to back the \$10 I had collected. Messis. Krupp & Co., especting thereby Mr Hucley (recalled) and every one of Tungsha lightship, at the mouth of the to secure for himself the Japanese agency the statements made by the prisoner was river Yangtza, heading on the west a porth; of that eminent firm. That means, ob. false. He had been paid in full, had never and making between six and seven knots vious'y, that among headed Japanese mer, complained of hard work, had never asked an hour. The wind was fresh from the in Nanozing (Houshow) exploded on the chant, foreseeing that the tide of orders is for nor been promised an advance of wages, west-north-west; the tide was flood, with a night of the 16th met, and the earth was to set steadily in the direction of Germany, had never mentioned about his wife being force of about half a knot an hour, and the slinken within an area of ten in, and over thinks it world his while to spend thirty sick, nor about his going to collect accounts weather was overcost and heavy. The Nepaul Germany .- Japan Mail

WU TA Oning, the new Governor of the THE Hupae says that R. E. Tan, the newly Says the N.-C. D. News :- We referred appointed Governor of Yimnan Province, some days ago to the order given by the oft Hankow on the 11th inst. for his new Tao-t'ai to a well-known silkman here to recover the bodies of the men drowned in the collision between the Nepaul and th Wan-wien-ching, Ohoping was the silkman referred to, and he now furnishes us with the following version of it. He says that the suggestion to search for the bodies came originally from the Mixed Court magistrate. who offered the tugbeat people Tis. 10 for every body recovered. As no bodies were found. Choping saw the Tao-t'ai on the subjest and offered to go himself to Woosung and there promise the fishermen a reward of \$20 to \$30 for every body found, care being taken to accortain that spurious bodies were not produced by the fishermen anxious to obtain so large a reward. Choping asked that the Woosung mandaria should be requested to issue a proclamation offering the reward ; but the Tao-t'ai being afraid of Woosung, promised only to give Choping a letter to the mandarin asking his general The funds will not be required from Choping,

that this would encourage the depopulation assistance, and Choping has been waiting for the letter which he has now received. that securely holds the card, and to it is whose active benevolence is well known to ing church service. Of course we do not attached a tiny stamp that prints one's all residents, and the surmise that a squeeze hame on the partner's card instead of the was intended is a mistake of our informant. trouble of writing it. The whole arrange- Meanwhile, we understand that the tugbent ment is fastened to the dress by a safety- people who have been at the wreck are convinced that the loss of life at the collision has be n greatly exaggerated. The comoffenders in one respect, having started the THE Nagasaki Express of the 23rd instant pradore of the Wan-nien-ching reported that there were several men drowned in the transport's tween decks, and in her cabins. but the divers have not succeeded in finding any bodies in these places, and it is probable that the only lives lost were those who fell out of the boat in the rush that was made WE take the following from Mr Peter Mac-

lean's Shanghai Commercial Circular :-There has been further arrivals from Tientsin, and the extreme severity of winter along the Yangteze valley is past, but neither this incident, nor, in fact, any other the improvement that has taken place in the values of some cotton staples, and the news that the Shansi Bankers have, after an absence of about four years. re-appeared in our midst as credit and financial media, to wit, -has availed to lighten the depression caused by the natowardness of exchange throughout the past week. The decline in sterling considerably more than absorbs the rise in goods. Yet it would still be well for Importers if the assurance remained to them that the worst had been reached. They would then have some notion of where they, are and what they could do. But, as it is, they are utterly at son, they are consumed with their own anxiety, and they are powerless to combat the great evil that has come upon them. Moreover, even the hope of screwing something by way of solatium out of the dealers, on whom the enhancement of rates already established is exercising a retiring influence, is fast vanishing; and the best of it all is that everybody-outside the swimsays there is absolutely no reason for the present upsetting of their entoulations. Advices from Tientain say that the weather has became milder, but here there is as yet no sign of preparation on the part of the steamers for their departure northwards other than that the godowns have been filled with goods ready to be put on board, and which will be shipped immediately the Paiho is reported navigable. At Hankow business was slowly reviving, and woollens have slighty improved at this place in consequence; and the arrival of a vessel from Chefoo the other day was signalised by some enquiries for goods suitable for that market But from our other dependencies the news of the week has been without in-

ALLEGED EMBEZZLEMENT FROM THE VICTORIA LAUNDRY

COMPANY. Lam Ping was charged at the Police Court to-day, before Mr Wodehouse, with feloniously embezzling and stealing divers sums of money amounting to \$153.81, the monies of the Victoria Laundry Company on or about 13th November 1886.

Mr R. C. Hurley said-I was recently of the highest ranty, as it is only found in the employ of that Company. About the large pots may be divided. or severe typhoon that it comes to the in connection with the accounts were taken praya of that island. Mr Legaspi, who has out of my hands at a moment's notice, and been collecting shells for more than 30 were placed in the hands of Mr William years, has not found another of the same Legge to collect. I had therefore no opportunity of checking with the shroff every account that he then had in his hands The accused was paid at the rate of \$10 month with no share in the proceeds, and his duties were solely to collect money from our customers. His salary was paid by me monthly up to the end of October, the last being paid on the 25th November. the Peninsular and Oriental Steam Naviga-He was not secured. About the 23rd December all the accounts were handed back to me with the exception of nine, and I was asked to collect them as fast as I could, On proceeding to collect these accounts 1 found that a good many of them had already been collected by the shroff and had not been handed to me. In fact from the counsel. time that the accounts were taken out of my hands in November until the 27th February I never saw the accused at all. | vered judgment as follows :- This is a cause On the 27th February as I was going down of damage instituted on behalf of the Tai Ping Shan I saw the shroff in the street. owners, master and crew of the Chinese I stopped and spoke to him and wa ked on steam-vessel Wan Nien-ching against the with him until we came to a constable. British steamship Nepaul, a vessel belongwhen I gave him in charge. I charge him ing to the Peninsular and Oriental Company with embezzling divers sums of money to of about 1,000 tone register and 600 horse the extent of about \$200. At the beginn- power. The collision occurred on the morning of Novembre 1886 I handed the accused ling of the 20th January last, between 6 and them As the accused was not secured it Yangteze, about 7 or 8 miles from the had been my practice to make him pay in Tungsha lightahip. The Nepaul, carrying his collections twice a day whenever pos- the mails, passengers and cargo from

The accused, in his defence, said :- preceding evening at about 5 o'clock at a

the accident is attributed to this vessel the powder. Stong-had attempted to stead the powder at the strength of his country's affection for was adjourned for a week, but being allowed. Nepoul was being requirely sounded. Unin two sureties of \$500 each.

Michael Murppy, scaman, hailing from Liverpool, was charged before Mr Wodeto day with stealing a gold watch and chain the value of £35 from the person of Matthew Caldwell, engineer, on Saturday.

Inapostor Mackie said-At seven o'clock on Saturday evening after hearing statement made by a boatman, Kweek Akang, I went with him along Wanchai Road. On going about 100 yards east of the Wanchai Station, I met the accused and three others carrying a man named Caldwell, who was dead drunk. saw them put him down on the road side, and thon I saw the Chinaman who was with me strike a match and look at the drunk man's chest. When he had done so he called out "The man's watch is gone. I asked wh the man was and the accused said 'He is friend of mine and is a steward on board steamer. We carried the man into the Station and there I found the watch and chain on the person of the accused-in his right-hand side trouser pocket. He said he had taken it with the intention of giving it back and that the soldiers knew what h had done. Before searching the accused said, in his hearing, to the two soldiers 'I must search you to see if you have the watch and chain. I searched them in the thom the drunk man began to make a noise and when I went over to attend to him the accused walked out of the Station. My attention being drawn to this, I called him back, and herather unwillingly oboyed. then searched him and found the watch an chain. He never said a word to me about having the watch when the boatman said

Cross-examined by the prisoner-I never told you to go. I gave you plenty of time to say you had the watch. You had fully 10 minutes in which you could have told

Mathew Caldwell said he was an engineer unemployed and resided at the Temperance Hall. The watch and chain in Court were his property. He valued them at £35. He knew nothing about how he came to lose

The accused said-Caldwell's watch fell out of his pocket and I put it into mine with the intention of giving it back next morning. The two soldiers knew I was doing this to keep the watch in safe custody. They saw me take the watch.

The two soldiers. F. Simmonds and James Stanley, said they knew nothing about the watch and chain. They did not see the accused take them and he never told them he had done so. The prisoner was committed for trial at the Supreme Court. Matthew Caldwell, the complainant was fined \$1 for being drunk and incap-

ASPECTS OF THE MONTH AND GARDEN OPERATIONS.

(The Hongkong Almanack.) March was the first month of the year he old Roman calendar. The name erived from Mars, the god of war, of bunting, and of all manly and warlike exerises. He was estudied by the Romans as the patron of their city and the Father of Romulus the first of their monarchs. The mean temperature of this month is

bout 64 degrees, 4 degrees higher than in February. The thermometer ranges from 55° to 76° including the night and day temeratures, and the average rainfall is about inches. There are generally in this month many fine days with warm sunshine. tempered the greater part of the month by the cool dry wind of the North East Monsoon : but sometimes hazo provails for some days and thick fog will occasionally settle

Vegetables. - Sow cucumbers, Indian corn Chinese long beans, and camavalia or sword bean. Dry herbs, as sweet basil, marjoram, thyme, and sage. Ornamental Plants. - Summer flowering

annuals as the different varieties of cocks combs, balsams, zinnias, ipomæa quamælit must be sown about the middle of this Last year's wood of buddleiss and noin

nches of the bottom of the shoot. Most kinds of ferns which are in too small pots, must now be given larger pots and good soil, and those which are in too Many other plants will also require pot-

THE NERAUL-WAN NIEN-OHING

COLLISION CASE. The Shanghai papers received yesterday contain the remainder of the evidence and judgment given in the action brought by the Governor of Formosa as owner of the Chinese transport Wan-nien-ching against whilst Osborn, the master of the Tungsha tion Co. for damages caused by the Co.'s steamer Nepaul. The judgment was delivered by Sir Richard Rennie on the 23rd instant, and traverses all the material points | as the spead of the Nepaul was to be conraised in the evidence and addresses of

On the 23rd instant, His Lordship del ills for about \$1,000 with orders to collect 7 a.m. at a spot in the mouth of the River Hongkong to Shanghai, had anchored the licensed pilot, was proceeding towards the der these orroumstances, those on board

the Nepaul heard the sharp blast of a donly heard a sharp blast of a whietle which steam whistle nearly ahead or a little on he took to be another atumur coming out the port bow, and supposing that the of the river, nearly sheri, or a little on cessel from which the sound proceeded was the port bow, upon which he give the approaching and directing her course to orders hard-a-port atop, and full speed gine the fuel supply of which is kerosene: house and Mr Mackean at the Police Court starboard, the engines of the Nepaul were astern. He thought, he says, that the Some time ago we mentioned that the put full speed astern and the order given other vessel had soon him first and that C. & J. Trading Co., Ld., were importing a to put the helm hard-a-port, but im- she also was porting. Immediately after marine engine to burn korosens. This modiately after such order was given, and wards, the pilot says, he saw a light under longine has since arrived and has been fitted before it could be carried out a bright light the fore-yard, seemingly a most-hand light, into a launch which was built by Boyd & suddenly came into view nearly ahead, and nearly shead, or a little on the port how. At | Co. expressly for it. This launch is 27 feet ne this seemed to indicate a vessel crossing | the same time he saw the spars of the other | long, with 5 feet 8 inches beam, 2 feet 8 to starboard, the helm of the Nepaul was vessel, and thereupon assiming that she inches deep and a draught of 22 inches. ordered hard-a-starboard; very shortly was crossing the Nepad's bow to star. We have since been on a short trip in this afterwards the stern of the Nepaul struck board, reversed the order of hard-a-port to aunch, called the Petroleum, the engine of the starboard side of a vessel, which proved hard-a starboard, shortly after which the which drives an 18 inch propeller. It is a to be the steamer . Wan Nien-ching, about collision occurred. The distance at which Shipman automatic steam engine manufacamidships; and the defendant expressly the other steamer was first heard is vari- tured by G. M. Cruickshank, of Providence, charge the Wan Nien-ching with having ouely estimated, for the defendants at from Rhode Island, and is of three horse power, kept a bad or insufficient look-out, with 200 to 300 yards, or according to one wit. It takes up very little room, not so much neglect to exhibit lights, or an improper ness, 4 or 5 ship's lengths, and Mr Coates space as is occupied by a couple of tea exhibition of them, with having emitted to says the light was about 200 yards off when chests, one on top of the other. The boiler, sound a bell, and with improperly blowing he first saw it. The Nepaul, it would which is full of tubes in which is the water, a steam whistle while at anchor, and they appear, had hardly felt the faction of the is made of wrought iron. There are two allego generally that the collision was caused by the default and negligence of to hard-a-starboard, but it is said that she they are simply tuber into which are those on board the Wan Nien-ching; and is very quick at feeling her helm, and cor- blown the flames which heat the water, that there was no default or contributory tainly answered in a greater or less degree to These flames are formed by a spray negligence on the part of those on board it when it was starboarded. In answer to of kerosene projected through the flume the Nepaul, and that, so far as the Nepaul is concerned, the collision was the result of advise mo that on hearing the whistle of the paces, causing an intense blast of fire. inevitable accident. The defendants, on Wan Nien ching, the Nepaul acted quite There is a diaphragm, a kind of safethe other hand, having heard the evidence properly in putting her helm to port and ty valve, which automatically regulates given on behalf of the plaintiffs, allege going estern, inasmuch as if she heard then and controls the steam pressure, the fire that the Nepaul was in default on five only one blast of a whistle she would be also being regulated by it and it does this in presence of the accused. After I searched different grounds, viz. getting under justified in considering it as a signal to the following manner. As the pressure of veigh before daylight without taking suf- port, and assuming that she had beard a steam rises in the boiler to the point at ficient precautions, undue speed at the time succession of short blasts she would have which the displicagm has been set, the of discovering danger, manceuvring in also been justified in so doing on the ground latter is gradually raised, carrying with ignorance of actual facts, and giving con- of its being a danger signal. In regard to it a valve which automatically cuts off the tradictory orders in the course of such the subsequent reversal of the helm to passage of steam to the atomizers or spray

mancen vring, insufficient look out, and last- hard-a-starboard the assessors adviso me diffusers, and thus reduces the fuel supply. ly, not stopping and anchoring immediate- that the Negaul was wholly wrong. Consequently there being only a small ly the fog commenced—that is to say, at They do not think that those on board the supply of kerosene projected into the forthe time the Nepaul reduced her speed from full to half speed. It may be well to Wan Nien-ching was a crossing vessel, even steam, the flame is small so that the steam consider first, what are the main facts in after they had seen her lights and masts, is maintained at the required pressure. As dispute. In reality they are not many, for if the Wan Nien-ching had been a cross- the pressure is taken of, the valve is again The parties disagree as to the actual time at | ing vessel and signalling by whistles, she | released which causes an increased spurt of which the collision occurred, the plaintiffs should have blown two blasts to indicate oil into the furnaces and the steam goes up putting it at a lew minutes past 6 a.m. and that she was doing so, and they add that sgain, the action being very rapid. We had he defendants at about 6.35 to 6.40, but no considering the Nepaul had a right-handed a practical illustration of this during the question of any importance appears to arise screw, the result of reversing the helm to trip, for the steam having been allowed to upon this point. As to the weather there hard-a-starboard at that period would have run down, it jumped up from 40 lbs. to is but little disagreement as between the been to neutralize the action of the belm, 110 lbs. in two minutes, and at that it replaintiffs and defendants, although the and bring about a collision. On the other mained through the agency of the diaphwitnesses on one side and the other give band, they say that the right-banded screw ragin. The water supply is automatic, there different accounts of it. It is clear that both going astern would have assisted the port being a float in the tank. This float is convessels had anchored on the previous night | helm, and that the Nepaul if she had re- nected with a rod which opens and closes a on account of the weather being such as mained under it would probably have avoided valve, thus increasing or cutting off the made it imprudent to proceed further in the the collision even had the other vessel been, night. Neither of them appear to have soun- as she supposed, crossing her bows. ded a fog bell (one witness for the defendants says they did so, but in this he is contradict. ed by the Captain, and it would seem that he must have been mistaken on this point), nor do they either of them appear to have taken any special precaution against fog. In the morning before the Nepaul got underweigh her witnesses say that there was no perceptible for. The Captain says he could then see a good throo miles, was an overcast, hazy morning, coland dark. The pilot says, when we got under weigh the weather was hazy, but I could see, the same as on the day before, five or six miles. The weather seemed the same. I could not see any fog : and both these important witnesses agree that, after the vessel had been under weigh and going full speed for a time, the weather scome thicker or not so clear, and that on that

account they reduced the speed from full.

to half. On the other hand, the plaintiff's witnesses say that about 6 o'clock in they morning the weather was passably clear The Captain (Damstrom) says that when he went on deck, a few minutes bemiles from the ship. The second (Somner), who was on watch from 4 a.m. says the weather was passably clear when he came on watch, that he could then have made out two or three miles off. Neithor did he notice any change in the weather until very shortly before the collision Then as to the thickening of the fog, of its having arisen suddenly, there appears also to be no dispute between the plaintiffs and defendants' witnesses; we notice the Captain and pilot of the Nepaul saying that they deemed it advisable to reduce their spead on that account. We find Captain Dawstrom of the Wan Nien ching saving that abortly before the collision he had changed his original intention of getting underweigh by reason of the weather beginning to thicken. On the whole, having regard to the evidence given on both sides. I collision the Wan Nien-ching was more or less enveloped in a fog-bank, of no great extent, which had suddenly blown over her from the shore and which, considering the state of the weather than prevalent, was no a very extraordinary circumstance. With regard to the force and direction of the tide. there is a conflict of evidence. The pilot of the Nepaul says that the force of the tide was not more than one knot per hour and that it could not have increased their speed and that it was setting S. W. to S. W. by W. lightship, who would seem to be a very cumpetent witness, gives the force of the tide at Tungsha, and at the scene of the wreck, at the same period as 21 knots with a N. or a little more northerly direction, but this ! point appears to be only mentioned so far sidered. In regard to the question of speed we have to deal principally with the evidence given on bchalf of the defendancs. According to that of the Chief Engine r. the full speed of the Nepaul that morning would have been about 11 knots and her half speed from 7 to 8 According to the Captain, her full speed would have been about 10 knots and half speed about 8 to whilst according to the pilot full speed

would have been about 9 knots, half speed about 6. Possibly it may be safe to take the Captain's estimate of it as be ing at least low enough. But it is to be observed that according to the positions marked upon the Admiralty chart by the Captain and pilot, the Nepaul was anchored the night previous to the collision at a spot the accident, and that according to the evidence given by the same witnesses, and the 33 minutes to traverse this distance, or in other wards was travelling at the rate of some 16 miles an hour. Be this as it may, the Nautical Assessors in answer to questions I have pur to them, on this point. although doubtful as to whether she should have weighed anchor at all when she did do so, are clearly of opinion that the Nepaul, considering the state of the weather and the narrow waters she was moving in. where she might reasonably expect to fall in with steamers and sailing vessels, both at anchor and undersweigh, was proceeding at an undue rate of speed from the time; she first went half speed, until the collision. They are also of opinion that her slowing down from full to half speed at the time she did so, that is to say at about 6.30 a.m., was not a sufficient predatition to take at the time, in view of the mor saed thickness of the weather. The Assessore then advised me that the sught to have cartainly gone slow, and perhaps oven have anchored. This being so I now come to the consideration of the manosurres of the Newart on hearing the wistles of the Wan Nien dung. According to the syldenos of Mr Coates, the pilot of the ship, and who was in charge the special danger aross, it appears that

having slowed down to built speed he sud-

On the whole they are distinctly of the

opinion, in which I wholly concur, that the

roversal of the helm at this period was an error of judgment on the part of those in charge of the Nepaul and directly caused the collision. On the grounds, therefore, of undue speed and improper manceuvring I am quite satisfied that the Nevaul must be held to blame. There remains, however, to be considered the case of the Wan Nienthing. It is admitted that she is not absolutely bound by the regulations for preventing collisions at sea to which pl most all the maritime nations of the world, except China, have assented, but it is con tended that as her master and officers were foreigners acquainted with and, as they themselves say, acting generally in accordance with the principles and practices enjoined and prescribed by those Regulatons, any marked deviations from such practices and principles would be strong evidence of negligence on their part, and this is actually charged against them in addition to their being accused of having violated the general principles of maritime law by which they are admittedly bound Then it is said that they disobeyed the 12th Article of the Regulations by omitting to sound a bell while in a fog; that they indicated a port helm by whistling only one blast, contrary to the provision of the 19th Article, and thereby induced those on board the Nepaul to believe that they were underweigh; and it is suggested that their riding light was too high and consequently was taken as a masthead light under Article 8. I am, however, of opinion that the bank of fog in which the Wan Nien-ching icems to have become suddenly and only temporarily enveloped was not such a for as that in which Art. 12 contemplates bell being rung at intervals of two minutes, and I do not think that the non-ringing of the bell could have been in any way contributory to the collision, for, amongst others, the reason suggested by the plaintiff's counsel, that is to say, that the defendants would have been extremely unlikely to hear it if it had been rung when they failed to hear their own gong three times struck by their own look-out man. As to there having only been one blast of the whistle I think the evidence of those on board the Wan Nienching is entitled to as much credit as that of those on board the Nepaul Now the master says that he furiously pulled the string of the whistle in a succession of short, quick blasts. He is supported in this by the 2nd mate and the quartermaster, as well as by a Chinese gontlemen, an official of rank, who, being on the bridge at the time, described expressively enough the whistle as a long too-too-too whistle, the like of which he never heard before. It is quite possible that those on board the Nepaul may not have distinctly made out the series of short blasts, but even one of their own witnesses says, the whistle was blown not like a signal but as if by a man in a hurry. I am on the whole inclined to believe the plaintiff's version of the matter, and the assessors adviso me that no olame can in their opinion be attributed to the Wan Nienching for blowing their whistle in the best way they could when the danger of a collision became imminent, Theu as to the riding-lights. It is a carrous feature in the case that none of the Nepaul's witnesses appear to have noticed the second of the lights, that at the stern, but they appear to have been both observed and

taken note of as good riding lights by Captain Pratt of the Kiangteen, who passed the Wan Nien ching in the night, and I do not think the somewhat hasty assumption of the captain and pilot, of the Nepaul as to the light hoing higher than a proper riding light evidence given by the Wan Nien-ching's witnesses as to its actual position. There remains one point which was not laid atress upon by the defendants, one to which I have thought it necessary to give some consideration, and that is in connection with the look-out. The defendants auggested that the Wan Nien-ching had not a proper look out, but they did not specially urge that she cught to have heard the Newar's whistle sooner and replied to it. It would seem that this may have been so, but, on the other hand, I think that had she heard the whistle earlier it would have been at least 4 or 5 minutes before the collision and that the Nepaul, considering the speed at which I have concluded she must then have been going, would have been then at such a diptance as to have rendered a reply to it almost namecessary, if, as seems probable, the fog had not then closed in upon the Wan Nien-ching. I may add that the assessors concur in this view of the matter and agree with me that the account given as to the look-our keption board the Wan Nieu-ching appears on the whole satisfactors. I do not then find that any our of contributory megligence has been made out against the of her speed and course at the line when Nepaul cholly to bigne for the collision.

GINE WORKED BY KEROSENE The N. C. D. News of the 23rd instant gives the following description of a new onport helm at the time when it was reversed furnaces, if such they may be called, as questions I have put to them, the Assessors of a common oil lamp into the fut-Nepaul were justified in assuming that the baces, when there is a certain amount of

TRIAL AT SHANGHAT OF AN DN-

supply of water to the feed pump, as requir-As we stated above, the fuel used is serosene, which owing to combustion, eaves little or no smoke, so that the fornaces do not require to be cleaned. From one, to one and a half gallons of oil will drive the engine for one hour, while a person with very little experience can attend to it satisfactorily. The boiler is cased in a jacket of sheet iron lined with asbestos felting which keeps the heat inside the boiler. The engine has a single cylinder. 3 inches in diamater, with a stroke of 5 inches. The exhaust steam is condensed and returns into the water tanks of which there are two, one on each side of the boat, and a pipe connects them at the bottom, so that there is always the same quantity of water in each tank and thus the boat is always in trim. On our trip, the run was from the C. & J. Trading Co.'s jetty to the Point, a distance of about six miles; this was accomplished in one hour. practically against the tide.

The Shipman engine can be used for all manner of purposes, and is perfectly safe rom explosion.

Quotations Hongkong, February 28. M-New Patna, eash,..... 540/542 New Benares, cash,... 500/5021 New Malwa, cash, 525 Allowance, Taels..... 72/80 Old Malwa, cash, 540/560 Allowance, Taels 48/80 Persian, Oily, cosh ... 870/440 Allowance, Tools 16/48

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Do. Minimum over night 60 METEOROLOGICAL REGISTER AT 4 P.M. TO-DAY. Barometer Temperature Humidity . Direction of Wind . Ess

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Hongkong Observatory, Feb. 28, 1887 SUN AND TIDE TABLE FOR HONGKONG (From The Hongkong Almanack.).

MARCH.

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por High water at Whampon | 2 are 30 mine later than at Hongkong; at the Barrier S hes 16 mins 1 at the Ball Flate: 3 kra, 30 mina : at Shameen & hrs. 40 mins. There will be the usual decree and reference Moon -First Quarter, 3d, 8h (but morn

QUEEN FIRE INSURANCE COM-PANY.

THE Undersigned are prepared to accept Risks on First Class Godowns at 1 per cent. not premium per aunum. NORTON & Co., Agents. Bongkong, May 19, 1881.

LANCASHIRE INSURANCE

COMPANY.

(FIRE AND LIFE.) CAPITAL,-Two MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of and Conditions.

first class Lives up to £1000 on a Single 1st March, at 4 p.m. For Rates of Premiums, forms of pro-

posals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton. Hougkong, January 4, 1867.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insure Tion Company's Office, Hongkong. against FIRE at Current Rates.

GILMAN & Co. Hongkong, January 1, 1882.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720. THE Undersigned having been appointed

Agents for the above Corporation are propared to grant Insurances as follows :-Marine Department. Policies at current rates, payable either here, in Londou, or at the principal Ports

of India, China and Australia. Fire Department. Policies issued for long or short periods at surrent rates.

Life Department. Policies issued for sums not exceeding £5,000 at reduced rates. HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, OOLOMBO, ADEN, SUBZ, PORT SAID, MEDITERRANEAN AND BLACK

SEA PORTS, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

N TUESDAY, the 8th March, 1887, at Noon, the Company's S.S. IRAOUADDY, Commandant BRETEL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places. Cargo and Specie will be registered for

London as well as for Marseilles, and accepted in transit through Morseilles for the principal places of Europe. Shipping Orders will be granted until Cargo will be received on board until 4

to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are re-For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX.

the 7th March, 1887. (Parcels are not

Hongkong, February 25, 1887.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, YLA OVERLAND RAILWAYS, AND TOUGHING AT YOROHAMA, AND SAN FRANCISCO.

for San Francisco, via Yokohama, on turn Passago Orders, available for one year, WEDNESDAY, the 9th Proximo, at 3 will be issued at a Discount of 25 % from p.m., taking Passengers and Freight for Return Fare. These allowances do not apply by Mr. Herbert J. Allen; a List of Char-Japan, the United States, and Europe. Through Bills of Lading issued for trans- Europa. portation to Yokohama and other Japan

Ports, to San Francisco, to Atlantic and destined to ports beyond San Francisco, nunciation in Pekingese added by Dr. Inland Cities of the United States, via Over- should be sent to the Company's Offices, Chalmers himself, and that of Cantonese land Railways, to Havana, Trinidad, and addressed to the Collector of Customs, San by Mr. Hartmann, and an introductory Demerara, and to ports in Mexico, Central Francisco. and South America, by the Company's and For further information as to Freight Dr. Chalmers' Concise Kang-Hai, by Mr. connecting Steamers.

England, France, and Germany by all trans Atlantic lines of Steamers. RETURN PASSAGES. - Passengers, have paid full fare, re-embarking at San

Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Re- THE COMMERCIAL LAW AFFECT turn Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

p.m. the day previous to sailing. Parcel Co. Price. 75 cents. Packages will be received at the office until b p.m., same day; all Parcel Packages should be marked to address in full ; value of same is required. Consular Invoices to accompany Cargo

should be sent to the Company's Offices in Bealed Envelopes, addressed to the Collector of Oustoms at San Francisco. For further information as to Passage and Freight, apply to the Agency of the

destined to ports beyond San Francisco

Company, No. 60A, Queen's Road Contral. C. D. HARMAN,

Hongkong, February 12, 1857.

Mails.



STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, ANCONA, VENICE,

PLYMOUTH, AND LONDON: AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES TRIESTE, HAMBURG, NEW YORK

AND BOSTON. SPECIE ONLY LANDED AT PLYMOUTH.

Vessels in Harbour, at the usual Terms | THE PENINSULAR AND OBJECTAL STRAM NAVIGATION COMPANY'S Steam-ship Proposals for Life Assurances will be ce. THAMES, Captain W. A. SEATON, with coived, and transmitted to the Directors | Her Majesty's Mails, will be despatched from this for LONDON, vid BOMBAY If required, protection will be granted on and SUEZ CANAL, on TUESDAY, the

Cargo will be received on board until MARCH NEXT. 10 a.m. on the day of sailing. Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing. Silk and Valuables for Europe will transhipped at Colombo; Tan and Gen-100 eral Cargo for London will be conveyed one week later than by the ordinary direct

route vid Colombo. For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGA-The Contents and Value of Packages are

required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading. Passengers desirous of insuring their haggago can do so on application at the Com-

Acting Superintendent. Hongkong, February 18, 1887.

E. L. WOODIN,

NORDDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, ANTWERP, BREMEN & HAMBURG,

PORTS IN THE LEVANTE, BLACK

SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN

PORTS. THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B .- Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 21st day of March, 1887, at Noon, the Company's S.S. BRAUNSOHWEIG. Uapt. STÖRMER, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this port as above. p.m. on the 20th March. (Parcels are not to be sent on board; they must be left at the AGENCY's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. For further Particulars, apply to MELOHERS & Co.,

Hongkong, February 21, 1887.

Occidental & Oriental Steam-Ship Company.

TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND p. m., Specie and Parcels until 3 p.m. on SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS. ATLANTIC & OTHER CONNECTIN STEAMERS.

THE Steamship OCEANIC will be despatched for San Francisco, via Yokohama, on TUESDAY, the 5th April, Connection being made at Yokohama,

with Steamers from Shanghai and Japan All Parcel Packages should be marked to address in full; and same will be received

at the Company's Office, until 5 p.m. the day previous to sailing. RETURN PASSAGES .- Passongers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa)

within six months, will be allowed a discount THE U. S. Mail Steamship CITY OF within one year, an allowance of 10 % will PERING will be despatched be made from Return Fare. Pre-Paid Re-Consular Invoices to accompany Cargo

or Passage, apply to the Agency of the Through Passage Tickets granted to Company, No. 50a, Queen's Road Contral; C. D. HARMAN,

Hongkong, February 26, 1887.

NOW READY.

ING CHINESE; with special refer-SUCO to PARTNERSHIP REGISTRATION AND BANKRUPTOY LAWS IN HONOKONG.

Copies may be had at the China Mail Freight will be received on board until 4 Office, and at Mesars, Lang, CRAWFORD &

NOW PUBLISHED.

DUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS,

ERNEST J. EFFEL. PH.D., TURING. THIED EDITION REVISED, WITH ADDITIONS.

LANE, CRAWFORD & Co. Hongkong, August 20, 1884.

Intimations.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

CHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Under-BOMBAY, MADRAS, CALCUTTA, AND signed is requested, when immediate stops will be taken to rectify the cause of dissatisfaction:

D. GILLIES,

Hongkong, August 25, 1885.

STUDIO PHOTOGRAPHIC 1, DUDDELL STREET, HONGKONG.

OWING to EXPIRATION of LEASE, these PREMISES will be OLOSED in

Mr. GRIFFITH requests of those who have favoured him with sittings and desiring more Copies that they will forward him their Orders at earliest date, and he would vid Bombay without transhipment, arriving be glad to Lease suitable Premises in a good Central position.

Hongkong, January 29, 1887. The Ovenland China Mail,

A WEEKLY JOURNAL FOR THE HOME MAIL,

TS PUBLISHED to suit the Departure I of each ENGLISH and FRENCH MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their perusal, will welcome the change. The Overland China Mail, now a weekly compendium of news from the Far East, contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Court and Mootings, and all other news, are given in full as they appear in the Daily issue. The attention of Advertisers is directed

to a weekly newspaper, which is circulated among old China 'hands' and others, both at home and in the Far East, who do not take the daily journals. . The Overland China Mail will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded

SUBSCRIPTION : Per Annum, - - - \$12.00, postage, - \$1.0 " Quarter, - - 3.00. " Single Copy, 0.30. China Mail Office, Hongkong.

WINTER TIME TABLE. THE KOWLOON FERRY.

STEAM-LAUNCH MORNING STAR Runs Daily as a FERRY BOAT between Noon, Cargo will be received on board | Peddar's Wharf and Tsim-Tsa-Tsui at th until 4 p.m., Specie and Parcols until 3 following hours:-This Time Table wi take effect from the 21st October, 1886,

> 6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.1 8.25 , 7.30 , 10,30 10.20* ,, 10.55 , 11.00 P.M. NOON. 12.25 P.M. 12.25 11.15 1.00 2,20 4.50 5.25

* There will be no Launch on Monday and Friday, on account of coaling. The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

6.45

Vol. XV.-No. 3.

NOTICE.

DART 3 of Vol. XV. of the China Review, or Norgs and QUERIES on the Far East is NOW READY. The present Number contains the continuation of Mr. Playfair's interesting narrative of the Bombardment of Pakhoi, an unrecorded episode of 1882; an article, of 20 % from Return Fore; if re-embarking by Dr. E. J. Eitel, on the Law of Testamentary Succession as popularly understood and applied in China, which possesses considerable legal value : a brief but entertaining article on Early Chinese History, to through fares from China and Japan to actors used in Spelling in the Concise Dictionery of Dr. Chalmers, prepared by the Rev. F. E. W. Hartmann, with their proarticle by Dr. Chalmers; a New Key to Playfair : The Hall of Light, by Dr. Ed. kins: a further instalment of Enigmatic Parallelisms of the Canton Dialect; and an extensive collection of interesting and valuable Notes and Queries, by Mr. Parker and others, together with Notices of New. Books, and a List of New Works on China, and Chinese Subjects.

BY E. H. PARKER. Can be obtained from KELLY & WALSH at Shanghai and Hongkong, at Lane, Vostock CHAWTORD & Co., Hongkong, and at the Wolf 1898 China Mail Office.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

I's tabilities, the ling the position of any vesser in the Harbour, the Anchorage is divided into eleven Sections, commencing at

Grasa Island. Vessels near the Hongkong shore are marked h., near the Kowleong shore k., and those in the body of the

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

1. From Green Islan I to the Gas Works. 2. From Gas Works to Jardine's Wharf 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Hickory Master's to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Peddar's Wharf.

6. From Peddar's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings 8. From Blue Buildings to East Point. 9. From Kollett's Island to North Point. 10. Kowleon Wharves. 11. Jardine's Wharf.

	Vessel's Name.	AKCLOF.	Captain.	Flag Ri		Transfer I	Date of Arrival		Consignces or Agents.	Destination.	Remarks.
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Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain	Where at.
		2400		10.20.20	Captain R. Blair Maconochie	Hongkong
Alacrity	despatch-vessel	0010	10	4330	Cant. Robert Hastings Harris	Hongkong
udacious*	double-scrow iron frigate	Mark Control of the C	14	2340	Captain A. T. Powlett	Singapore
hampion	corvette	2380		2610	Captain L. C. Keppel	Nagusaki
leopatra	corvette	2380	14	470	Lieut,-Com. H. H. Botelor	Hongkong
ockohafer	gunboat	465		2590	Capt. Seymour Dacres	Port Hamilton
onstance	corrette	2380	14	and the second second second second	Commander Davis	Shanghai
aring	sloup	940		920		In reserve
8k	gunboat	360	1. 3	340	Lieut Com. H. R. Adams	Hongkong
spoir	gunboat	465	4	470	LieutCom. D. L. Dickson	Nagasaki
rebrand	gunboat	455	4	460	Ches I Palfour	Singapore
eroine	corvette	1420	8	1470	Captain Chas. J. Balfour	Hongkong
imalaya	troopship	4609	-		Captain John V. Stokes	On a cruise
The state of the s	cruisor	3750	10	5000	Captain M. J. Dunlop	Hongkong
eandor	gun-vessel	756	5	1050	Commander W. Marrack	
innet	gunboat	430	4	430	Lient. Com. W. M. Maturin	Hongkong
erlin		603	4	470	Commander H. J. Robilliard	Hongkong
idge	gun-vossel	830	3	690	Commander W. U. Moore	Hongkong
ambler	Bloop	1970	12	2360	Captain R. G. Kinahan	Hongkong
apphire	corvatte	1420	8	1400	Captain Arthur H. Alington	Singapore
atellite	eruiser	150	A \			Houghong
olent	torpedo mining launch	756	5	1010	Commander A. C. B. Bromley	Nagasaki
wift	gun-ventel	260	3	340		In reserve
weod	gunboat		14		Commodore Morant	Hongkong
ictor Emanuel	receiving ship	5157	100 040	750	Captain Orford Churchill	Singapore
Vandarer	gunboat	925	4	1450		Hongkong
Vivaen	turrot-ship	2750	4	1300	Time Com Ches K. Hope	Sincapore

* Flagship of Vice-Admiral Vesey Hamilton, Commander-in-Chief.

For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreiga Men-of-war on the China and Japan Station.

rticle by Dr. Chalmers; a New Key to Dr. Chalmers' Concise Kang-Hai, by Mr. Playfair; The Hall of Light, by Dr. Edcins; a further instalment of Enigmatic	Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
aluable Notes and Queries, by Mr. Parker ad others, together with Notices of New Books, and a List of New Works on China, and Chinese Subjects.	Albatross Aragon Ampic Brooklyn Chasseur Comète Decres Essex Jaguar Laclocheterie	Austrian gunboat Spanish cruiser French gunboat U. S frigate French cruiser French gunboat French cruiser U. S. corvette French gunboat Brench cruiser	560 1908 470 3900 920 475 1680 1375 445 1910	2 4 14 4 10 6 2 10	450 1200 745 450 1480 900 270 1920 425	Captain D. E. Zulnaga Commander Rupé Flagship of Admiral Chandler Captain Le Gorrec Lieut. Commander Noirot Captain de Montesquon Commander Jewel Lieut. Commander Fouet Captain de Barbeyrac Captain Duyal	Manila Tientsin en route Hongkong Haiphong Haiphong Yokohama Shanghai Haiphong Haiphong Haiphong
WASHING BOOKS. (In English and Uhinese.) WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now se had at this Office.—Price, 81 each. CHINA MAIL Office.	Lutin Marion Monocacy Mordj Nautilus Omaha Palos Pluvior	French gunboat U. S. corvette U. S. sloop Russian gunboat German gun-vessel U. S. corvette U. S. gunboat French gunboat	485 1900 1870 455 765 2400 420 510	7 6 7 4 12 6	1170 1470 60 600 1150 500 420 2270	Commander Merrill Miller Commander H. Glass Commander Melisoff Captain von Hoven Capt. Thos. O. Belfridge Lieut. Com. Thomas Nelson Lieut. Commander Poidloue Captain Veron	Yokohama Canton Oorea Hongkong Yokohama Shanghai Haiphong Haiphong
PRICE, \$1.00. PRICE, \$1.00. MAPARATIVE DAINESE FAMILY LAW By E. H. PARKER. Can be obtained from Kerry & Walsh	Primatguet Rapido Sagittaire Sivotch Sobol Tamaga Turenne Vipere Vladimir Monomach	French cruiser Italian cruiser French gun-vessel Russian cruiser Russian gunboat Portuguese gunboat French frigate French gunboat Russian tronolad Russian gunboat	900 455 610 5880 480 5758	5 1 7 5 12 1 16 1	1000 63 500 4250 425 7000	Captain F. Grevalt Captain Krantz Commander Suctrieff Commander Boyle Commander P. I. Gouvein Captain Dapuis Lieut. Commander Lapsyrers Captain Gildebrandt Commander Middinnary	Tonkin Singapore Hiogo Japan Macao Hongkong Haiphong Manila Visdivostock Hongkong

SHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM

WATERS. WHAMPOA. Flag & Hig. Destination Versil's Name. Chi. str. Shanghai Kung-pai Brit. str. Lee Bang Ningpo str. Shanghai

Tamsni AMOY. in port on February 16, 1887. MERCHANT STEAMERS. British Fokien

Ingraban British Kwongsang British Nestor MERCHANT SAILING VESSELS. Brit. boe. Archos

German

FOODHOW. In port on February 19, 1887. MERCHANT STEAMERS. British British Yoritomo Maru Japanese

MERCHANT SAILING VESSELS.

Ger. sch. Christian SHANGHAI, in port on February 18, 1887. MERCHANT STEAMERS. Marseilles French Achilles London British Benalder Chinese Chintung Chefoo, &c. British El Dorado British Fuh-wo Wenchow Chinese Fushun Chinese Fungshur Chinese Fuyew British Ganges Chinese Hao-an Chinese Hae shin Chinese Hasting British Ingeborg French Iraouaddy Chinese Kiang-kwan Ohinese Kiang-piau Chinese Kiang-yu Chinese Kiang-yong British Kowshing British Kung Wo Chinese Kwang Lee Hongkong British Lee Sang British Nanzing British Newohwang British Paumben Chinese Pautah Hankow, &c. British Pekin British British Sin Nanzing Store Nordiske Danish Thames British Tungchow British Wuchang Hankow, &c. Chinese Yungching Hankow, &c. Chinese. MERCHANT SAILING VESSELS. Ger. bge. Carrie Winslow Amer, bqe.

Eastern Chiof Brit. bqe. Brit. bqe. Fifeshire G. H. Wappens Brit. bqs. Amer. sh. Hagerstown KumasakaMaru Japan, bqe. L. Burtell Brit. sh. Brit. bqe. Nanaimo. Nor. bge.

NAGABAKI. In port on February 9, 1887. Kozaki Maru Japan, bqa.

LOROHYWY. In part on February 12, 1887. Brit. sch. Ada Ger. bge. Andreas Brit. bqa. Archimede Amer. sch. Arotio

Amer, soh. Diana Brit. bqe. F. Stafford Ger. bge. Friederich. Brit. bge. Brit. ab. Hallgerda Ger. bge, Hermann Nemo Brit. sch. Br. 3m. sch.

> Amer. sh. Willie Reed H10G0. In port on February 14, 1867. Brit. sh

MANILA. In port on January 31, 1887. Amer. bqe. Alice Reed Brit. bge. Fildenhope George Moon Amer. bqs. Norw. Bh. Hungerund Amer. sh. Henry Failing Jessie Renwick Brit. bqs. Amer. Bh.

J. T. Berry

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ILOILO. In Port on January 19, 1887. Ital. bqe. Fratellanza Ger. bge. Orient

Brit. bqe.

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CEBU. In Port on January 19, 1887. Brit. bqe. Emma Marr BANGKOK. In port on January 15, 1887. Siam. boo. Ger. bue. Anna Bertha Charon WattanaSiam. bqe. Siam. 3 sc. Caroline Siam. bg. Dorette Siam. bge. Fortune Siam, boe. Foodbow Siam, by. Goliah "

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